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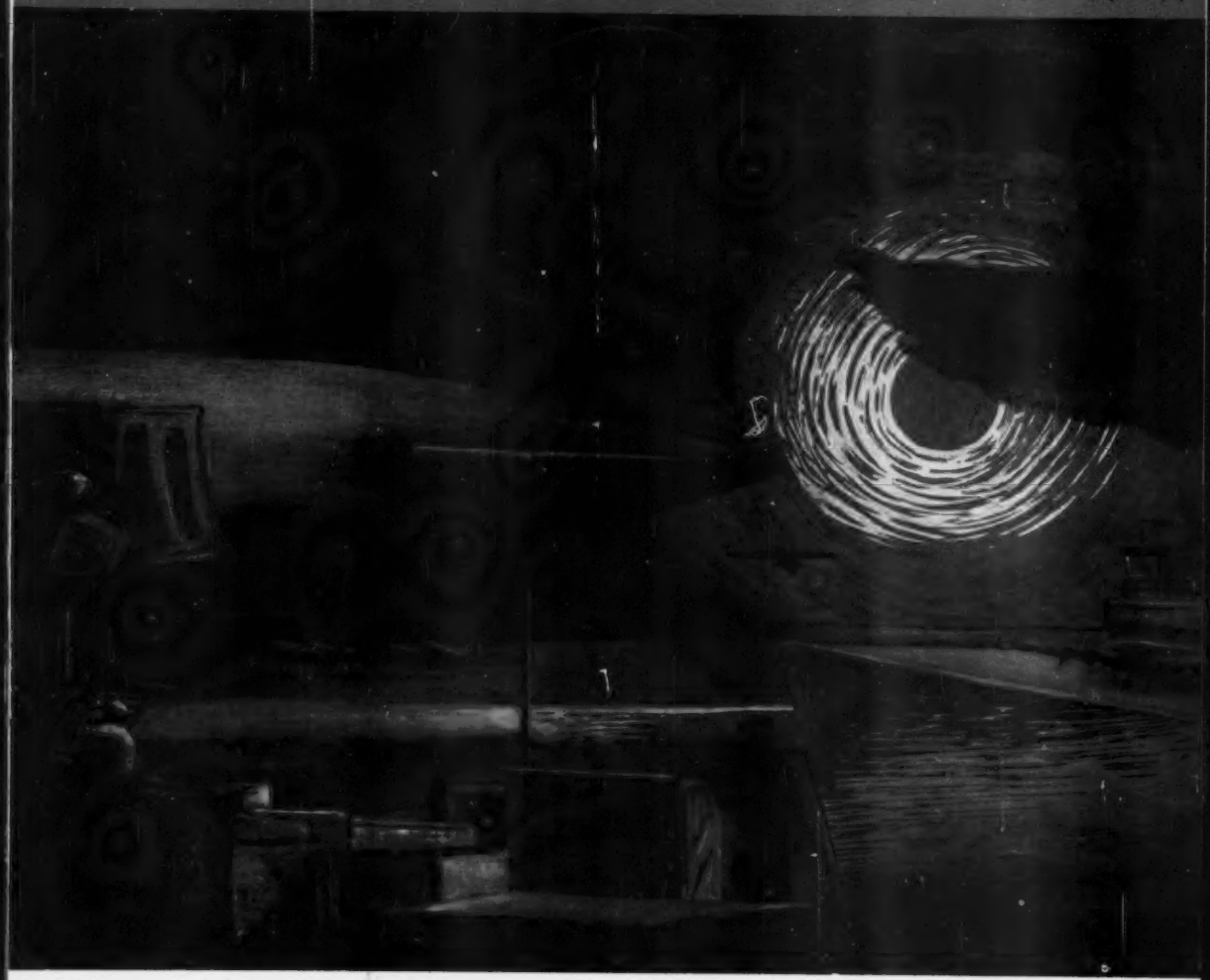

VOL. 18 • No. 3 MARCH, 1951

IN THIS ISSUE

Air Cargo Development in California • Commercial Air Freight's Job: Now and Tomorrow
The Liftmaster and Future Airfreighters • Something New in Air Freight—TVI
Planning Will Take Care of Bulky, Odd-Sized Air Shipments

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel.

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Vol. 18 No. 3 March, 1951

CONTENTS

AIR CARGO HANDLING

Planning Will Take Care of Bulky, Odd-Sized Air Shipments 4
By Wallace P. Neth

PROBLEMS

Air Cargo Development in California 5
By Harry E. Karst

SHIPPING-BY-AIR

Commercial Air Freight's Job: Now and Tomorrow 6
By H. W. Peterson

U. S. Overseas Air Cargo Services (Part XII) 10
By N. W. Kendall

CARGOPLANES

The *Liftmaster* and Future Airfreighters 8
By Warren T. Dickinson

Something New in Air Freight—TV! 19

AIR COMMERCE SECTION

News 11
Come 'n' Get It! 16
Air Freight Forwarders 23
Congratulations 23
International Airline Cargo Rates 24
Comparison of Shipping Rates: Surface Versus Air 22

NEWS ITEMS

Air France 13
Air Transport Assn. 11
All American 13
BOAC 13
Braniff 15
Bristol 11
Brussels Fair 15
CAB 11, 14
Chicago & Southern 12
Customs 11
Eastern 13
El Al 11
Empire 14
Expreso Aereo 11
Flying Tiger 14
IATA 12
KLM 14
Materials Handling 12
Packaging 13
Pan Am 11, 12, 13, 15
Panagra 12
Philippine 14
Port of N. Y. Authority 15
REA 11
Riddle 13
Sabena 13
Scandinavian 11, 12
Silver City 18
Slick 15
Stratofreighter 14
Trans-Texas 14
United 15

ADVERTISERS

ABC Air Freight Co., Inc. 35
Acme Air Cargo 12
Air Clearance Assn., Inc. 31
Air Express International Agency 15
American Express Co. ..... 2nd cover
Avianca 32
Barian Shipping Co., Inc. 35
Barr Shipping Corp. 32
Peter A. Bernacki, Inc. 23
Boxcars in the Sky 20, 21
Toye Braithwaite 35
Brauner & Co. 35
British Overseas Airways Corp. 12
Custom House Guide ..... 3rd cover
Emery Air Freight Corp. 17
Expreso Aero Interamericano 13
Hotel Senator 37
Linea Aeropostal Venezolana 35
Wm. H. McGee & Co., Inc. 31
Northwest Airlines 33
H. G. Ollendorff, Inc. 14
Parker & Co., Inc. 33
Philippine Air Lines 14
Panagra 30
Rohner, Gehrig & Co., Inc. 18
Sabena 13
Scandinavian Airlines System 23
Seaboard & Western Airlines 18
J. D. Smith Inter-Ocean, Inc. 14
TWA ..... Back cover
Trans-World Shipping Corp. 14
Vest Aircraft Co. 37

COVER

Cargo by Air, an outstanding painting by Franklin Boggs, is reproduced on this month's cover through the courtesy of the National City Bank of New York.

Planning Will Take Care of Bulky, Odd-Sized Air Shipments

By WALLACE P. NETH

Director of Traffic

Seaboard and Western Airlines

HERE, in the Traffic Department of Seaboard & Western, we start with the premise that anything can be carried by a freight airplane in international air transportation.

Before anyone begins to carp at that statement, let me amplify it by saying that the problem is to determine whether it is feasible, physically and economically, to disassemble or dismember any given piece of freight of unorthodox shape or over 15,000 pounds so as to load and fit it into the airplane and then rebuild it at the destination point. Anything that can be broken down to size and weight limits can be flown; theoretically, an entire factory can be transported by air over the ocean—and undoubtedly will be almost any day now.

Yet, even at this stage of air transportation development, the thinking of many international carriers is still geared to the flying of passengers and small express packages; a heavy, bulky, oddly-shaped piece of freight which doesn't seem to fit the formula of their loading information is presumed to be incapable of airlift.

To illustrate, without mentioning any names, because comparisons are odious:

A Midwest truck manufacturer submitted bids to Cairo, Egypt, to furnish several hundred sturdy, durable trucks for desert work. The specifications and price were acceptable, but it was decreed that a specimen truck had to be in Cairo on a given date to be put through a performance test. Simple calculation showed it would be impossible to get the truck there on time by boat.

While the truck was enroute by rail from Wisconsin to New York, the firm presented the problem of flying it to a transatlantic carrier, which operated at that time all-freight equipment. The truck was not overly heavy—about 7,200 pounds—but it didn't fit into the loading formula of the airline, and the job was rejected as impossible.

Now, a loading information diagram is helpful when dealing with nice square crates which clearly will or will not pass through a 95-by-66-inch cargo door and make the turn, but it doesn't mean much when the freight is oddly-shaped, with perhaps awkward projections sticking out, and so forth. It then becomes a question of studying a blue print of the piece, or better still, the piece itself.

We partially disassembled the truck that had to go to Cairo. The chassis with wheels, axles, engine and transmission went in as a unit. The cab was the real problem. Not by any dimension would it go through the height of the door. So, we took off the hood, put the cab on its back—and rotated it up and in.

The story has a happy ending. The airplane reached Cairo on the day of the deadline and the manufacturer got the contract—a very substantial one.

Behind it all, of course, was simply the determination that the truck must get to Cairo on a certain date. If it went by boat it would be weeks late. So, we threw the formula away, and fitted the freight to the airplane instead of attempting the impossible job of fitting the airplane to the freight.

In the Summer of '48, Seaboard moved what is believed to have been the first full aircraft load of farm livestock across the North Atlantic. That, too, was a shipment which had been offered to another carrier; but in that case it was accepted and a commitment on price made. However, the carrier had thought about the load weight-wise only—a matter of approximately 12,500 pounds and perfectly within the weight limits for their DC-4.

A little further thought about how the animals were going to be safely stabled and binned disclosed that the added material would, with the animals, exceed the gross takeoff weight of that carrier's all-freight equipment. The load would therefore require two sections, and so the carrier was faced with the problem of flying two sections for the price of one, or increasing its price. The carrier could not reach an agreement with the shipper, which had made a firm commitment on price to the consignee

(Continued on Page 31)

The airfreighters hauling everything from soup to nuts on westbound flights from the East Coast are responsible for some pretty fancy statistics, but West-to-East freight is another story—a story which has had its effect on rates and the national air freight industry in general. For example, here are the

Problems Affecting Air Cargo Development in California

Prepared by HARRY E. KARST
Consultant, The California Aeronautics Commission

PART I

AIR FREIGHT TODAY AND IN THE IMMEDIATE PAST

IT IS AN ACCEPTED FACT that the most potent detriment to air freight is its cost.

Aircraft operating costs are such that, regardless of the many advantages inherent in air transportation, air transport of freight cannot be expected to compete pricewise within the foreseeable future.

It is necessary, therefore, not only to examine the prevailing rate structure, but to see how it developed and how present rates relate to present aircraft operating costs.

On April 25, 1949, the Civil Aeronautics Board adopted a decision (CAB Serial E-2759) which awarded five-year all-cargo certificates to four carriers: The Flying Tiger Line, Inc., Slick Airways, Inc., U. S. Airlines, Inc., and Airnews.

These four carriers had been operating under Section 292.5 of the Economic Regulations of the Board, which in effect, grant authority to operate under an exemption from certain other economic regulations having to do with certificates of convenience and necessity.

Between April of 1949 and the 10th day of April, 1950, the Board has issued five opinions and orders supplemental to the original opinion, and it is the Fifth Supplemental Order (Serial No. CAB-E-4048) which will be amplified herein. This is the order that fixed directional rates, and which took cognizance of the then prevailing imbalance of traffic, whereby more tonnage was moving by air from East to West than was moving from West to East.

While the present situation would indicate that traffic imbalance is no longer the serious problem that it was a year-and-a-half or two years ago, there is valid reason for believing that air transportation *will* meet the same problem of imbalance that has been encountered by the surface carriers.

Every other form of transportation has found that more freight moves *from* the highly industrialized North-East section of the United States, than moves *to* this area from the South and from the West.

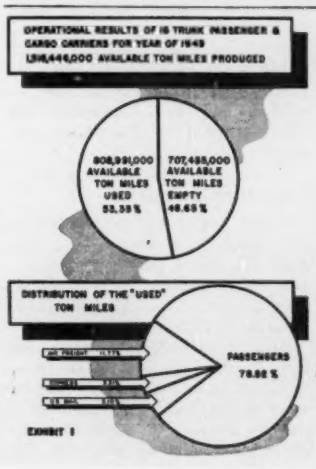
An interesting delineation of the underlying forces which tend to create this situation is found in an exhibit developed by one of the applicants (U. S. Airlines) in the Air Freight Case, as follows:

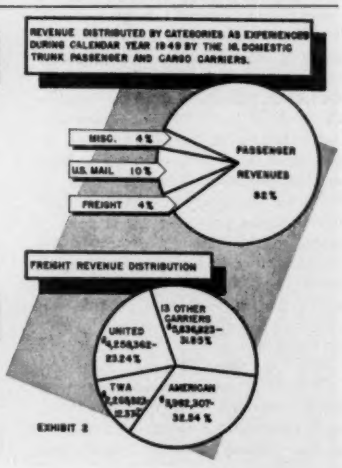
In the following table there is shown the net surplus of industrial output dollarwise which represents export activity out of the particular area. Similarly, the deficiency in agricultural products represents import activity.

Area	Net Surplus(+) or Deficiency(−) Industrial	Agricultural
Northeast ...	+$2,793,415,950	−$151,517,497
North Central	+ 24,043,742	− 93,076,884
Southeast	− 451,747,886	+ 62,866,947
Louisiana ...	− 144,784,459	+ 5,724,563
California ...	− 738,944,522	+ 123,891,352
Northwest ...	− 264,316,994	+ 15,549,990
Texas	− 253,351,512	+ 2,198,076

Since this report is chiefly concerned with California's position, it is interest-

(*Continued on Page 36*)


OPERATIONAL RESULTS OF 15 TRUNK PASSENGER & CARGO CARRIERS FOR YEAR OF 1949
1,516,446,000 AVAILABLE TON MILES PRODUCED
808,919,000 AVAILABLE TON MILES USED 53.39%
707,485,000 AVAILABLE TON MILES EMPTY 46.65%
DISTRIBUTION OF THE "USED" TON MILES
PASSENGERS 70.88%
EXHIBIT 1


REVENUE DISTRIBUTED BY CATEGORIES AS EXPERIENCED DURING CALENDAR YEAR 1949 BY THE 16 DOMESTIC TRUNK PASSENGER AND CARGO CARRIERS.
MISC. 4%
U.S. MAIL 10%
FREIGHT 4%
PASSENGER REVENUES 82%
FREIGHT REVENUE DISTRIBUTION
13 OTHER CARRIERS $5,834,825- 31.85%
UNITED $4,258,362- 23.24%
TWA $2,108,852- 11.51%
AMERICAN $5,982,307- 32.64%
EXHIBIT 2

Commercial Air Freight's

By H. W. PETERSON, *Regional Sales Manager, Pan American World Airways*

IN India, Dr. Singh, a botanist, focused his attention on the Usar Lands, a million acres of utterly barren plains poisoned with burning alkali. He observed that during the rainy season, blue-green algae carpeted the desolate region. On an experimental area, he divided the land into small plots by means of knee-high earth embankments. Two weeks after the first rains, the plots were covered with algae. As the rains continued and the water rose, the algae broke away from the ground and floated, being gradually replaced by another layer of algae.

When the water finally subsided, the algae decomposed, enriching the earth. Within a year, the alkalinity of the soil had been neutralized. Within three years, Dr. Singh harvested a bumper crop of sugar cane.

To some businessmen, air cargo means transportation from Point A to Point B. To other businessmen, air cargo is the means for increasing production, reducing sales and distribution costs, widening markets, and increasing the rate of capital turnover. To these businessmen, air cargo is the algae which neutralizes the alkalinity of time and distance in distribution—the algae which enriches the productive soils of our American economy.

We believe air cargo should not be presented to businessmen as a form of transportation from Point A to Point B. We believe this because businessmen who are using air cargo as a plan for distribution and merchandising can prove that air cargo works for them in 12 productive ways—all of which are in addition to the job of carrying his shipment from Point A to Point B.

What are these 12 ways?

• First of all, warehousing and industry costs can be drastically reduced, or in some cases completely eliminated, at the several points of transfer and storage which generally exist between producer and consumer.

• Crating costs go down or out as crating is seldom necessary.

• Shipping weights are less because lighter packaging may be used.

• Documentation time is cut. A single airwaybill covers the shipment from origin to destination.

• Many handling phases are eliminated completely.

• Insurance costs are lower.

• Collection costs are reduced because C.O.D. and collection services are available to many countries.

• Rates go down as weights go up.

• Damage and pilferage losses are greatly reduced if not completely eliminated.

• There is no deterioration.

• Shipments arrive when needed most while the market is the strongest. Flexibility plus speed allows a wide variation in the flow of supplies as the flow can be quickly altered up or down.

• Working capital works harder. As payment is quicker, capital is released to go on to another job or to repeat the same cycle at a faster rate of turnover.

One or two case histories will illustrate how air cargo, as a plan for merchandising and distribution, can effect savings in the 12 ways just mentioned.

Furniture by Air

A room full of furniture achieves its real objective only when it is in place ready for use. I purposely picked a room full of furniture because its bulk, value per pound, and other factors do not make it ideal for air carriage.

When a new, large hotel in San Juan, Puerto Rico was recently nearing completion, the owners' main interest in the hotel furniture was to get it in place, on time and ready for use at the lowest final, total cost. The difference in transportation cost, air versus surface, greatly favored surface carriage. However, air cargo was chosen because it made possible the lowest final cost for the furniture in place.

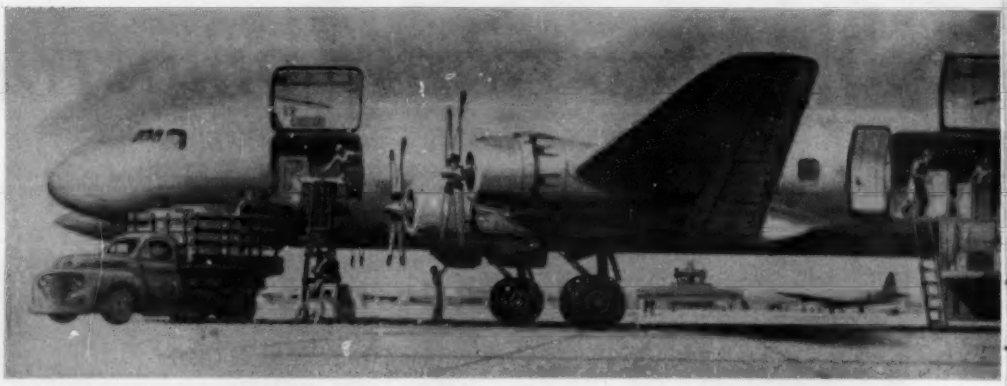
Crating and packing costs were entirely eliminated. The ordinary pads used in moving were sufficient for the job. Warehousing, insurance, documentation and transfer costs were either reduced or eliminated. Damage and pilferage loss, many of the handling fees and deterioration were eliminated. There were no expenses at the other end for uncrating or refinishing. The working capital used in this transaction between the time of furniture production and use, completed its job in three weeks less time. Much extra costly handling was completely eliminated by proper timing and scheduling. The first air cargo loads carried the floor coverings. The next loads brought in the bedsteads to go on top of the floor coverings. These were followed later by the bed springs, mattresses, blankets and pillows. The last loads carried the furniture for the lobby. Note that the rate of flow of these articles was so adjusted that each item went directly to its final place without storage or extra handling, yet keeping pace with the installation crews. A single shipment of the entire bulk by surface transportation would have excluded the savings made possible when the rate of flow is adjusted exactly to the need.

Some businessmen mentally write "The End" to their obligations when they deliver the merchandise at the FOB point specified by the buyer. This waiver of responsibility they justify by saying that "the consignee told us

(*Continued on Page 32*)

ONE of Pan Am's *Stratocruisers* passing by the Empire State Building ▶

Job: *Now and Tomorrow*



SIMULTANEOUS LOADING of the Douglas DC-6A *Liftmaster*

The Liftmaster and Future

THE CARGO COMPARTMENT of the Douglas DC-6A *Liftmaster* is unobstructed from end to end and most of it is of uniform cross section. It is also amply long—68 feet to be exact; the floor is 8¾ feet wide, and the maximum cabin height is 7¾ feet. Innumerable cargo tiedown points are provided along the floor and walls. With such dimensions and features, the airplane will seldom be restricted by the size or type of cargo offered by any shipper. In order to simplify load balancing, the cargo compartment is so located with respect to the wing that there are approximately equal volumes both ahead of and behind the wing.

Among the most important requirements of any cargo airplane are the provisions for loading and unloading the cabin. The DC-6A is served by three main entrances—one in the rear of the cabin, and two in the forward section. Our experience with the DC-4 airfreighter main cargo door indicated that it was smaller than desirable; accordingly, in the DC-6A, it is enlarged from 98 inches by 71 inches to 124 inches by 78 inches. A forward cargo door, 91 inches by 67 inches which, it should be noted, is nearly as large as the DC-4 main door, is also installed to cut down loading time. With this arrangement, no point in the cabin is more than 20 feet from a door. In addition to these two main cargo doors, there is a generously sized crew and cargo loading door on the forward right side. This door was increased from the standard DC-6 width of 30 inches to 43 inches and is 60 inches high. It has been found convenient to use this entrance for loading the smaller packages.

We believe that the advantage of being able to load cargo through large doors at either end of the airplane will prove to be indispensable to air cargo operators after they have had an opportunity to try it. This method of loading greatly simplifies the airplane balancing problem. In addition, the two-door system makes symmetrical loading or unloading possible, thus obviating the necessity of shifting cargo to maintain balance, or it can be used to permit loading and unloading operations to be conducted simultaneously.

There is one more noteworthy feature of the main cargo doors. They are hinged at the top and hydraulically operated to swing upward through a wide arc to a vertical position. This opening arrangement prevents door damage during loading operations, provides a canopy for the door area when it is stopped in the horizontal position, and at the same time permits the use of block and tackle type loading equipment if desired.

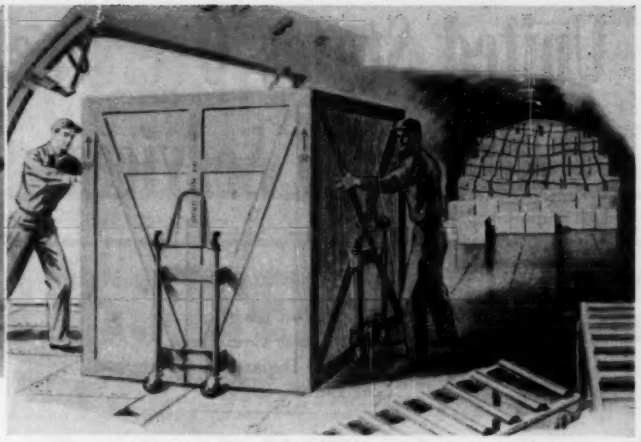
To illustrate the effectiveness of the DC-6A as a cargo carrier, it should be noted that this airplane can carry a package up to 52 feet in length, which is longer than the standard railroad box car, and can easily take aboard a package as large as 76 inches high, 108 inches wide, 120 inches long. Such a package has a volume of 570 cubic feet.

The purpose of this article is to discuss several aspects of air freight aircraft from the manufacturer's point of view, to describe the Douglas Aircraft Company's new freight airplane, the Model DC-6A *Liftmaster*, and to forecast some future trends.

In 1948 the Douglas Company foresaw that the air cargo industry would soon need a dependable, high speed all-cargo airplane which could provide the basis for a rapidly expanding industry. With this in mind, a completely new and enlarged cargo carrying fuselage was designed for our Model DC-6 and has been given the designation DC-6A.

We make no apologies for the fact that our all-cargo airplane looks and flies identically to the passenger carrying versions of the DC-6. It is evident that the same considerations, namely, the same urge for dependability, high speed, and low cost are present in cargo carrying operations as in passenger operations. For our cargo airplane it was considered proper and economical for both the manufacturer and operator to take advantage of the development background of the DC-6 and the lower unit airplane costs which always prevail when the passenger plane and cargo plane markets are combined.

Probably the major difference between passenger and cargo operations lies in the handling of the cargo itself (*i.e.*, the passenger is extremely vocal if mishandled, and he is largely self-propelled). Therefore, in the design of the DC-6A every possible feature was provided to speed up the loading and unloading operations and obtain a versatile and useful cargo compartment. THE AUTHOR



MOVING HEAVY OBJECTS in the cargo hold of the *Liftmaster*

Airfreighters

By WARREN T. DICKINSON
Assistant to Chief Engineer, Douglas Aircraft Company, Inc.

The DC-6A cargo fuselage has many other important features. It is pressurized to maintain a cabin altitude of 8,000 feet at a flight altitude of 20,000 feet (*i.e.*, a cabin pressure differential of 4.16 pounds per square inch). The difficulty of providing a loading door 124 inches long and 78 inches high in a pressurized cabin should not be overlooked. It is interesting to note that the doors and the supporting structure had to be made strong enough to withstand a total outward force of over 47 tons. Cabin refrigeration equipment capable of holding the temperature more than 15 deg. F. below the ambient temperature is also provided. In order to prevent coal dust, minerals, dirt, water or other liquids from contaminating the lower fuselage areas, the cargo flooring has been made watertight.

The DC-4/C-54 series airplanes were widely used by the Air Transport and Troop Carrier Commands during the recent war. Following this they were successfully used in large numbers on the Berlin Airlift. At the present time they are being used by the Military Air Transport Service and by both scheduled and non-scheduled passenger and cargo operators in most of the countries of the world. Therefore, it seems natural and appropriate to gauge our rate of progress in aircraft design by comparing the DC-6A with the well known performance of the DC-4/C-54 series. In view of the fact that we manufactured several types and arrangements of the DC-4/C-54 airplanes it is necessary to use average representative

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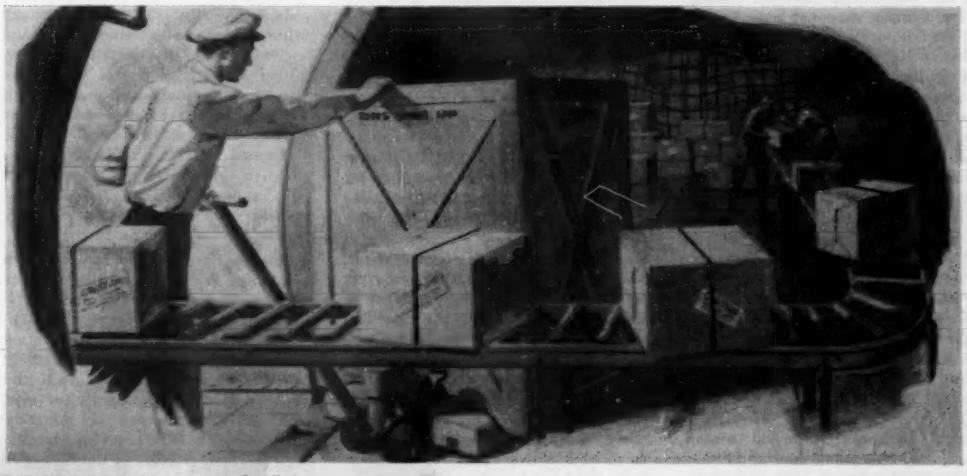

THE BULK OF CARGO is easily handled by a conveyor system

United States Overseas Air Cargo Services

By N. W. KENDALL

Transportation Division
Office of Domestic Commerce
United States Department
of Commerce

PART XII

IN ADDITION to the basic transportation rate based on weight or measurement, the shipper must consider the relative level of valuation charges in air and steamship cargo service. The Carriage of Goods by Sea Act, 1936, provides that:

"Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with the transportation of goods in an amount exceeding $500 per package lawful money of the United States, or in case of goods not shipped in packages, per customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading . . ."

In accordance with this provision, steamship bills of lading ordinarily specify that the carrier's limit of liability will not exceed $500 per package unless a higher value has been declared by the shipper. When the declared value is higher than the above bill of lading limit of liability, the shipper is assessed a valuation charge in addition to the tariff rate. The practices of steamship conferences differ with respect to valuation charges and all the variations cannot be shown here. The east-bound North Atlantic conference tariffs covering United Kingdom and Continental European ports provide that the applicable rate on shipments of declared value in excess of the bill of lading limit of value (unless the rate is already shown as an ad valorem rate) is the tariff rate plus one per cent of the value declared in excess of the bill of lading limit of value, with a minimum package charge of $25. In the westbound North Atlantic U. K. and Continental European steamship conferences, total charges to the shipper may be computed on a weight, measurement or ad valorem basis, whichever yields the most revenue, with the ad valorem rate ranging as high as three per cent; or the applicable rate may be the tariff rate plus two per cent of the total declared value, depending on the individual commodity considered, the total value of the consignment, and the individual conference. Conferences representing steamship lines operating between the United States and the River Plate and Brazil provide that the ad valorem charge shall be two per cent of the total declared value in addition to the tariff rate.

Previous Charges

Valuation charges of United States members of IATA at the time the above-mentioned steamship charges were ascertained (March, 1949) were computed on the value of a shipment which was in excess of 250 French francs (consisting of 65½ milligrams of gold at the standard fineness of nine hundred thousandths) per kilogram, or approximately $7.50 per pound. This figure represents the limit of liability of a carrier subject to the Warsaw Convention unless the consignor has made a special declaration of the value at delivery and has paid a supplementary sum if the case so requires. In the case of Pan American, for example, the valuation charge was 15 cents per $100 of the value of a shipment which was in excess of $7.71 per pound, a charge intended to cover the cost to the carrier of liability insurance. Effective August 1, 1949, however, Pan American's system of valuation charges was changed. Not only did the valuation charge come to apply on total declared value of a shipment when such shipment was valued at more than approximately $7.50 per pound, but more importantly, a surcharge was imposed on highly valuable shipments — those valued at more than approximately $90.72 per pound. This surcharge is calculated to become progressively heavier as higher value brackets are reached. However, it is applicable only on out-bound shipments across the Atlantic and Pacific Oceans and does not apply when carriage is subject to a specific commodity rate which is exempted from the surcharge. Again citing Pan American as an illustration, the total valuation charge prior to August, 1949, on a 10-pound shipment to London valued at $1,000 was $1.50. Under the system inaugurated in August, the valuation charge would be $1.50 and the surcharge, if applicable, $2.60, or a total of $4.10. Assuming a value of $10,000 instead of $1,000, the former valuation charge would have been $15, while the current valuation charge plus surcharge amounts to $55.80. The surcharge of Pan American is in addition to the basic weight-or-measurement charge and the valuation charge. Where a surcharge is assessable the usual weight-or-measurement charge must be computed on the "under 100 pounds" rate regardless of the actual weight or measurement of the shipment.

Under a revision . . . effective in January, 1950, IATA carriers substituted for the weight plus valuation plus value surcharge basis of assessing rates on cargo of high value a weight plus valuation charge-or-surcharge method. Thus to the basic weight-or-measurement rate was added only one additional charge rather than two. On shipments valued between approximately $7.50 and $90.72 per pound a valuation charge is assessed, and on higher valued shipments a value surcharge which includes a valuation charge and an additional transportation charge. Either a valuation charge or a value surcharge (both of which increase with distance shipped) is added to the basic rate to arrive at the overall cost for transportation. The valuation charges effective represent a reduction. . . In this connection it should be noted that specific commodity rates may be applied on valuable corgo. . .

Another factor to be considered in comparing the overall cost to shippers in using air cargo service and steamship cargo service for overseas shipments is the charge to the shipper for cargo insurance. The carrier ordinarily is liable for loss or damage up to the declared value of a shipment provided that the shipper has paid any valuation charge which may be required. In general, however, liability of the carrier is

(Continued on Page 38)

SHIP VIA AIR FREIGHT

AIR COMMERCE

(REG. U. S. PAT. OFF.)

SHIP VIA AIR EXPRESS

VOL. 18 MARCH, 1951 NO. 3

AIR EXPRESS SETS MARK

REA's All-Time High for 1950 Topples Best Previous Record

NEW YORK—The Air Express Division of the Railway Express Agency, reflecting unprecedented advances in the face of inroads by air freight and air parcel post, shattered the company's best previous records for shipments and gross revenues. A third all-time record was set last December when the total of 500,996 shipments, grossing $3,116,175, showed up as the best single month in more than two decades of air express history.

Thirty-four certificated air carriers of the United States flew a total of 4,214,441 shipments in 1950—more than 102,000 shipments above the earlier all-time record set in 1948. This new total represented an increase of 15.8 percent over 1949. Company officials revealed that gross revenues for the 12-month period, 31.7 percent higher than the previous year's, reached $22,745,582. The December record, they said, was 12.1 percent and 51.2 percent above the December, 1949 figures for shipments and gross revenues, respectively.

It was the second half of the year, obviously affected by the Korean situation, which showed a sharp increase. There was an easing of emergency traffic in September and October, when the tide turned for the better in Korea. Then came the usual increase due to holiday traffic, this time helped along by another spurt of war shipments because of Chinese intervention.

Following are some interesting comparative statistics:

Per Shipment	1950	1949
Average weight	22.6 lbs.	19.7 lbs.
Average charge	$5.39	$4.79
Distance flown	743 miles	772 miles

Promotional Efforts Of ATA Boosted Air Mail, Redfern Says

WASHINGTON, D. C.—The 25% increase in air mail ton-miles in the two-year period ending September, 1950, was due in a major part to the promotional efforts of the scheduled airlines, Merrill F. Redfern, vice president-traffic of the Air Transport Association, claims. Redfern also serves as secretary of the ATA's Air Mail Committee.

During 1951, the national association of scheduled airlines plans to spend another $100,000 in the promotion of air mail and air parcel post, bringing this type of expenditure to a quarter-million dollars since the inauguration of air parcel post in September, 1948. Said Redfern:

"This campaign has been fully endorsed by the Post Office Department which is cooperating within the limits of its information-giving activities. Since the Department has no funds available for promotional purposes, the scheduled airlines are bearing the entire cost of the campaign. In the 12-month period ending September of 1950, the scheduled airlines flew 64,239,125 ton-miles of mail, an increase of 25% over the same period ending in September, 1948. This increase is the result of selling on the part of the United States Postal Service employees and promotion on the part of the scheduled airlines."

According to Redfern, the scheduled carriers will distribute through the Post Office a large amount of literature stressing the advantages to the public offered by the domestic and international air postal services. Contents for local post office personnel also will be sponsored by the ATA. The device of setting up an Air Parcel Post Month has paid off in a number of cities.

Air Cargo Custom House Planned for El Salvador

SAN SALVADOR, EL SALVADOR—An air cargo custom house to be located at Ilopongo Field, the airport of entry here, is being planned by the Government of El Salvador. The immediate registry and release of air cargo upon payment of duties will be made possible by the custom house.

CAB Extends Expreso Permit Another 3 Years

WASHINGTON, D. C.—Following reopening of the Cuba-Florida Service Case for additional hearings to permit Expreso Aereo Inter-Americano to introduce additional evidence bearing on the nationality of persons controlling the airline, and its "fitness, willingness, and ability to operate the Havana-Miami route," the Civil Aeronautics Board authorized extension of Expreso's permit until April 4, 1954.

The original case, which had been decided last October, has withheld decision on the extension of the carrier's permit. Further evidence brought forward at the new hearings showed that the controlling interest in Expreso is held by Cubans; that the airline is fit, willing, and able; and that extension of the permit is in the public interest.

Stockholm-Santiago Link Is Forged by Scandinavian

STOCKHOLM—Tore H. Nilert, president of Scandinavian Airlines System, has announced the inauguration of air service between Stockholm and Santiago, Chile, via Copenhagen, Geneva, Lisbon, Dakar, Recife, and Rio de Janeiro. Estimated flying time is 38 hours. SAS now serves 63 cities in 34 countries of five continents.

Jet Plane is Air Freight

MELBOURNE, AUSTRALIA—A Royal Australian Air Force Bristol *Freighter* recently took aboard an Australian-designed and built jet plane, and hauled it from this city to Woomera. The plane's wing structure and fuselage were prepared for shipment seperately. Shortly afterward, the jet took off for a successful test flight.

El Al-Pan Am Agreement

NEW YORK—El Al Israel National Airlines and Pan American World Airways have forged a new link between Israel and the Americas with the signing of an interline agreement covering both cargo and passengers. Affixing their signatures to the pact were Willis G. Lipscomb, Pan Am's vice president-sales and traffic; and Major Yehuda Koppel, El Al's commercial representative for the Americas.

The Israeli carrier is expected to inaugurate scheduled operations between New York and Lydda this spring. *Constellation* aircraft will be flown. Major Wellesley Aron, Pan Am's representative in Tel Aviv, is in New York to help develop interline promotions.

Pact Streamlines SAS

OSLO—Meeting here for the purpose of achieving greater operational efficiency, agreement was reached by officials of the Danish, Norwegian, and Swedish airlines comprising Scandinavian Airlines System. Ownership in the system, divided among the Danish, Norwegian, and Swedish carriers, is on the respective basis of two-two-three.

Newly elected chairman of the executive committee is Per M. Hansson, of Norway. First and second vice chairmen are Marcus Wallenberg, of Sweden; and Per Kampmann, of Denmark, in that order. The executive body also includes Prince Axel, of Denmark; E. F. Eckhoff, of Norway; and Axel Gjores, of Sweden. The committee appointed Per A. Norlin, of Sweden, as president of SAS; and Per M. Backe, of Norway, and V. J. Rasmussen, of Denmark, as senior vice presidents. Managing directors are: K. Kalm, Denmark; General Hj. Riiser-Larsen, Norway; and Sten Unne, Sweden.

58 Experts Will Address Materials Handling Parley

CHICAGO—The Conference on Materials Handling which will be held concurrently with the National Materials Handling Exposition at the International Amphitheatre here, April 30-May 4, is scheduled to hear 58 of the nation's top-level experts on the subject. The conference is sponsored by the American Materials Handling Society, and the exhibit by the Materials Handling Institute.

IATA Agency Resolutions Get CAB's Mixed Reaction

WASHINGTON, D. C.—Following a study of the issues involved in the question of whether certain resolutions of the International Air Transport Association, relating to its agents, are adverse to the public interest, the Civil Aeronautics Board recently gave three the green light and turned thumbs down on a fourth.

Appearing before Examiner Herbert K. Bryan were Roscoe H. Hupper, for American Airlines; Stanley Gewirtz, for Colonial Airlines; Hardy K. Maclay, for the Air Freight Forwarders Association; Robert S. Moss, for Seaboard and Western Airlines; Lambert S. O'Malley, for the Department of Justice; and William F. Kennedy, public counsel. The Board ruled in this fashion:

"1. Resolutions 127, 220 and 320/810i (*Agreements CAB Nos. 2698 R-52, 2699 R5-45 and 2700 R5-41, respectively*), providing that sales agents acting as general sales agents for non-IATA carriers shall not be approved or retained as IATA sales agents without permission of the appropriate IATA conference, are not adverse to the public interest or in violation of the Act and should be approved;

"2. Resolutions 110 (Mail), 220 and 320/810j (*Agreements CAB Nos. 2698 R5-43, 2699 R5-46 and 2700 R5-42, respectively*), providing that no IATA sales agent shall be approved or retained unless he agrees not to accept from any non-IATA carrier a rate of commission higher than he would receive from a member on fares or rates for scheduled services, are not adverse to the public interest or in violation of the Act and should be approved;

"3. Resolutions 127, 220 and 320/810k (*Agreements CAB Nos. 2698 R-53, 2699 R5-47 and 2700 R5-43, respectively*), providing that where non-IATA carriers quote fares or rates on a unit basis for passengers or cargo, no IATA sales agent shall be approved or retained unless he agrees not to accept traffic at fares or rates below those charged for the same or similar service between the same points by IATA members, are adverse to the public interest and should be disapproved; and

"4. Resolutions 120/001, 120/001d, 240/001d and 330/001d (*Agreements CAB Nos. 2698 R1, 2698 R5, 2699 R5, and 2700 R5, respectively*) insofar as they revalidate or make effective the resolutions referred to in paragraphs 1 and 2 above are not adverse to the public interest or in violation of the Act and should be approved."

The CAB said that "these resolutions will be kept under our surveillance and subject to further review if evidence appears to indicate inequitable application of the provisions thereof."

Panagra Modernizes DC-6s

NEW YORK—Panagra is spending more than a half-million dollars in a modernization and improvement program on the international carrier's entire fleet of DC-6s. Not only will there be a greater safety factor, but the aircraft will be made faster by approximately 15 miles an hour.

Switch to *Stratofreighter*

NEW YORK—Willis G. Lipscomb, vice president—traffic and sales, Pan American World Airways, reports that the line's DC-4s operated between the Pacific Coast and Australia will give way to *Stratocruisers* March 8. Nine hours will be saved on flights to Sydney, and ten hours on return trips.

C&S Buys Speedpaks

MEMPHIS—Two Lockheed Speedpaks, canoe-shaped cargo units which fit to the belly of a *Constellation*, have been purchased by Chicago and Southern Air Lines. These units, which add greatly to the cargo-capacity of the plane, reduce the speed of the transport by only 10 miles an hour or less. C&S has ordered six L-649A *Connies*, the fourth and fifth of which will go into service this month, and the last one in June.

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More Year-End Reports Filed by Air Carriers

NEW YORK—Continuing the parade of reports filed for the year 1950, an optimistic trend is maintained.

Henri J. Lesieur, general manager of Air France's North American and Caribbean Division, reported that 1950 was the most successful in the history of the division. More than a million pounds of freight were transported across the Atlantic.

According to Peter A. De Maerel, commercial manager in New York for Sabena, the Belgian airline transported 25 percent more cargo to European, Near East, and African destinations than the year before. A total of 220,066 pounds of eastbound freight was moved.

British Overseas Airways Corporation, which says that it flew everything "from car components to crocodiles," registered a 40 per cent gain in air freight. The line hauled some 5,500 tons of freight over its worldwide system, as compared with 4,000 tons in 1949. On its London-New York and London-Montreal runs, BOAC showed increases in the vicinity of 110 per cent.

Domestically, All American Airways reports that its mail ton-miles was 90 percent above the 1949 figure, while express shot up 87 per cent over the previous year.

Miami Handles More Cargo

MIAMI—The International Airport here handled 71,971,367 pounds of freight in 1950, in contrast to the 53,523,840 pounds handled in 1949. Of the total, 53,830,156 pounds were moved in international traffic —an increase of 306,316 pounds.

Armed Forces to Relate Packaging Requirements

NEW YORK—The Air Force, Army, and Navy will be represented at the three-day National Packaging Conference in Atlantic City, April 17-19. Speakers from the armed forces who will address the conference will be Colonel John A. Way, United States Air Force, Chief, Munitions Board, Packaging Division, Office of Procurement Methods; C. K. Royce, Office of Naval Material; William D. Long, Chief, Packaging Laboratory, Air Materiel Command; Captain C. E. Shafer, United States Air Force Procurement Division, Air Materiel Command; and two Army representatives.

Eastern and Riddle to Fly New York-Puerto Rico Run

WASHINGTON, D. C.—A decision of particular moment by the Civil Aeronautics Board recently granted temporary authority to Eastern Air Lines and the Riddle Aviation Company to operate air service between New York and Puerto Rico. Member Harold A. Jones dissented from the majority opinion.

Riddle's authorization, which is for a period of five years, is for the overseas transportation of air cargo only, via Miami. Eastern, which also won authorization for five years, is permitted to carry passengers, mail, and cargo between New York and San Juan direct. The line will be in direct competition with Pan American World Airways. However, the CAB has ordered an investigation to determine whether Eastern's present Miami-San Juan service should be suspended.

In the record which Riddle submitted to the CAB, it was shown that for the year 1947 the carrier moved slightly more than 500,000 pounds of cargo in each direction. The northbound movement, however, was divided approximately 98% to New York and 2% to Miami; southbound, 95% came from New York and 5% from Miami. The following year, more than a million pounds were flown in each direction, with the percentages to and from New York favoring that area even more. Riddle pointed out that the first two months of 1949 were the only months in which Miami cargo "showed an appreciable increase in the standing," accounting for approximately 4% of the northbound cargo and approximately 10% of the southbound.

Sabena Lift DC-4 Back

WESTOVER AFB, MASS.—One of Sabena's DC-4 transports which have been operating in the transpacific lift to Korea, via Japan, has returned for overhaul after 32 crossings between Travis Field, near San Francisco, and Haneka Airport, Tokyo. Sabena has played an outstanding part in the lift.

Pan Am Picks San Juan

SAN JUAN, PUERTO RICO—This city has been substituted for Curacao, Netherlands West Indies, on Pan American World Airways' *Constellation* flights between New York and Sao Paulo, Brazil.

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Stratocruiser Sets Mark

HICKAM AFB, HAWAII—A new nonstop speed record of 10 hours and 23 minutes, from Japan to Hawaii, was set last month by a Korean Airlift Boeing C-97A *Stratofreighter*. Twenty-four minutes were chopped off the previous mark set by a Pan American World Airways *Stratocruiser*. An average of 375 miles per hour was maintained during the entire flight.

KLM Service to Germany

NEW YORK—A new weekly through service from New York to Frankfurt and Munich has been inaugurated by KLM Royal Dutch Airlines. Wednesday flights from New York arrive in the German cities on Thursday, and Thursday flights from the latter points reach New York the following day.

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PAL Postwar Anniversary

NEW YORK—Marking the fifth anniversary of Philippine Air Lines' operations since the liberation of the Philippine Islands, A. B. Sharon, district sales manager in New York, revealed that more than 56,800,000 pounds of air cargo was hauled in that period.

Last year PAL completed 98.69% of all scheduled international and interisland flights.

CAB Rules on Trans-Texas Airways, Empire Air Lines

WASHINGTON, D. C.—The Civil Aeronautics Board has authorized extension of Trans-Texas Airways' certificate through March 31, 1952 on one segment of its local route, and through March 31, 1954 on four other segments. Member Harold A. Jones opposed the renewal of TTA's certificate.

In an opinion and show-cause order, the CAB proposed to extend the expiration date of Empire Air Lines' local air service certificate (Idaho Falls-Boise) for an additional five years.

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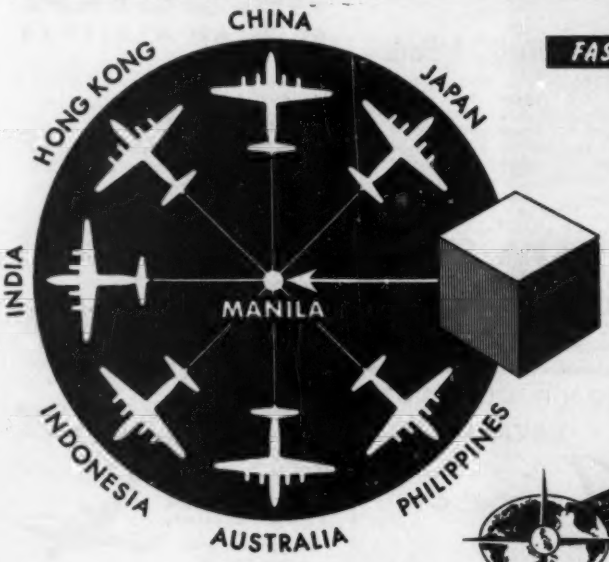
Overnight Regional Runs Are Established by FTL

CHICAGO—All cities on the Flying Tiger Line's system, between Chicago and the East Coast, have been benefitted by the inauguration of regional overnight service. According to George T. Cussen, vice president-sales of FTL, this new service is in addition to the half-dozen coast-to-coast schedules of the carrier.

Cussen pointed out that "traffic between the Midwest and the East has grown so rapidly and is increasing in such volume that a regional air freight service such as we are now establishing is a prime necessity to many users of air freight." He said that the FTL volume has more than doubled in the past half-year; and though additional transcontinental schedules were added last Fall and extra sections are operated, space demands are on the increase. The air freight line expects to place a dozen more cargoplanes in operation in the near future. This will give the Flying Tigers a fleet of 37 airfreighters.

As the schedule now stands, airfreighters will depart between 10 p.m. and midnight from both Eastern and Midwestern terminals. The eastbound flight, which originates in the Windy City, makes overnight stops at Milwaukee, Detroit, Toledo, Cleveland, and Akron-Canton, on the way to all of the terminals in the East. The westbound flight, originating in New York, touches at Boston, Hartford, Philadelphia, Providence, Buffalo, Rochester, Cleveland, Akron-Canton, Toledo, Detroit, Chicago, and Milwaukee.



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Pan Am Discusses Cargo

SAN JUAN, PUERTO RICO—Officials and representatives of Pan American World Airways met here last month for the purpose of discussing the company's air cargo procedures and problems as they relate to Caribbean commerce. Attending the parley were:

Paul Rennell, superintendent of PAA cargo agencies, and Arthur Hussey, Clipper cargo sales superintendent, both of New York; John C. Cooper, cargo sales superintendent of PAA's Latin American Division; Sidney R. Chichester, division cargo coordinator; Ben Atkins, cargo sales representative, and Arthur S. Best, division superintendent of stations, all of Miami.

Sales representatives include A. V. Rutherford, Kingston; Jack Furet, Ciudad Trujillo; William MacIntosh, Port-au-Prince; J. A. Viera, Port of Spain; Rodolfo Lloret, Caracas; Carlos Van Hoorde, Panama; and Max Perrett-Gentil, of Maduro and Son, PAA agents at Curacao. Representatives of Cubana and Avianca also attended.

Slick Flies First DC-6A

OAKLAND, CALIF.—The first of Slick Airways' three ordered Douglas DC-6A *Liftmasters*, purchased at a cost of $1,000,000 each, has taken to the air. Capable of hauling three times as much cargo as the C-46 *Commando* and traveling three times as fast, the new transport cuts Slick's transcontinental schedule to 12 hours in the air.

New York Airports Gain

NEW YORK—Cargo gains took precedence over increases in passenger traffic as the Port of New York Authority, which operates the airports in the New York metropolitan area, released its report covering the year 1950.

The percentage of increase over last year for freight and express handled at La Guardia Airport was 21.3, with mail showing a gain of of 2.3%, and passengers 9.2%.

Freight and express handled at Idlewild went up 91%, mail 140.9%, and passengers 78.5%.

Newark Airport handled 42.6% more freight and express, 7.4% more mail, and 23.3% more passengers.

Brussels Fair Next Month

BRUSSELS—The Brussels International Trade Fair celebrates its Silver Jubilee, April 21 through May 6. It is understood that United States exhibitors are foremost among the participants.

Braniff-Panama Contract

DALLAS—A contract covering the transportation of air mail from Panama to cities on Braniff International Airways' routes has been signed by the airline and the Republic of Panama. The period of the contract is five years.

United Sets a Mark

HONOLULU—United Air Lines, which has been operating between California and Hawaii for more than eight years, recently completed its 10,000th transpacific crossing when a *Stratocruiser* landed here.

ANNOUNCEMENT

AIR EXPRESS INTERNATIONAL AGENCY, INC., Pioneer air freight forwarder, registered by Civil Aeronautics Board as International Air Freight Forwarder. The Letter of Registration (No. 204) authorizes the Forwarder to conduct common carrier operations in the consolidation of cargo to foreign points, publication of its own tariff and rates and in most respects operate as a scheduled air carrier except for the actual operation of aircraft.

Extract of rates and information from AEIA's Official International Air Cargo Tariff No. 1, C.A.B. No. 5, issued January 5, 1951, effective February 5, 1951, and as revised, applicable to the international transportation of air cargo shipments from points in the United States to points in Europe, Africa, Latin America and Hawaii.

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(Dollars per pound, Airport to Airport)
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Hamburg	1.08	1.02				
London	.95	.90				
Hawaii					.64	.61
Madrid	1.06	1.00				
Paris	1.01	.96				
Rome	1.21	1.15				
Stockholm	1.10	1.04				

Explanation: Expedited Service: Dispatch by Forwarder within twenty-four hours of receipt; Regular Service: Dispatch by Forwarder within seventy-two hours of receipt. Time interval may be utilized to complete consular documentation. Collect and C.O.D. service available to certain countries only.

Minimum Charge: Transatlantic $4.00; Pacific $4.00; Latin America from Miami, $3.00; from New York, $5.00.

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1 A helpful Safety Kit which contains a number of interior plant posters to caution truck operators, such as *Blind Corners Traffic Crossings, Low Head Room, etc.* Also included are cartoon posters emphasizing safe fork-lift operation, as well as an Operator's Guide.

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6 Sample back number of the *American Import & Export Bulletin*, giving news of developments in the foreign trade industry. Covers Customs, Commerce, Agriculture, Treasury, and State Departments thoroughly. Reports on changes in laws, rules, regulations, etc.

7 An illustrated description of the Load-air mechanical parking system. Only men in the aviation industry, or allied fields, may apply for this book.

8 A handsome, eight-inch, plastic rule, also showing the metric scale on the reverse side. This is offered by a well-known freight forwarding firm. If you want more than one, please specify on coupon.

9 File-sized booklet designed and written for the purpose of taking the guesswork out of selecting and using corrugated and solid-fibre shipping cases. Includes the advantages, applications, composition, forms, properties, and sealing techniques of case sealing adhesives for hand or machine sealing operations. Illustrated.

10 A comprehensive 18-page book in color which shows every detail of a recently designed electric pallet truck. The truck can handle pallet loads up to two tons.

11 *American Foreign Trade Definitions*, a 32-page book of high value to shippers everywhere. Includes a chart showing the various steps taken from the time a shipment leaves the consignor to the moment it reaches the consignee. Produced and offered by one of the larger freight forwarding companies.

12 A complete, 40-page list of independent foreign freight forwarders registered with the Federal Maritime Board under General Order No. 72. The only one of its kind published.

13 *Extra Arms and Hands for Towmotors One-Man Gang*—a new folder issued by the manufacturer, illustrating a large variety of accessories designed for rapid mass handling of unusual materials and special types of loads.

14 An attractive folder describing the operations of one of the outstanding domestic air freight forwarding outfits.

15 Six-page, two-color brochure prepared by Mobilift Corporation, illustrating its two new 2,000-pound capacity Lev-R-Matic Drive Fork Lift Trucks.

16 A domestic and international air freight forwarder offers a booklet showing nine ways on how to show a profit on your shipping.

17 Complete information on the Grip-A-Tab line of automatic dispensers of sealing tape. Will handle tapes as narrow as a quarter-inch and as wide as eight inches. Can take care of all heavy-duty tapes.

18 An attractive and valuable wall chart in color, showing the proper procedures in storing gummed tape, the use of automatic dispensers, and the application of gummed tape. Should be on the walls of all shipping departments. Illustrations tell the story in a glance.

19 *What Every Shipper Should Know*, a 24-page, fully illustrated manual devoted to proper packaging with sealing tape. Includes directions for sealing various types of packages—telescope cartons, soft-wraps, irregular shapes, etc. Also contains essential excerpts of regulations covering parcel post, railway express, air express, and motor carrier.

20 A complete directory of all Railway Express Agency offices which provide air express service. Offices are listed alphabetically to facilitate detection. Should be on the desk of every traffic man and shipper.

21 *The Blue Book of Packaging*—a 24-page, fully-illustrated booklet showing the various methods of securing shipments with steel strapping. Covers every conceivable type of container. Includes a strapping schedule indicating savings effected through the use of such strapping.

22 *Handbook of Material Handling with Industrial Trucks*—71 pages of information of particular significance to volume shippers. Illustrated with photographs and charts. Composed of four sections including (1) Evaluation of Industrial Truck Handling, (2) Material Handling Management, (3) Organizing and Industrial Truck System, and (4) Practical Truck Engineering.

MAIL THIS COUPON TODAY

SPECIAL SERVICE DEPARTMENT, AIR TRANSPORTATION 18-3
AIR TRANSPORTATION
10 Bridge Street, New York 4, N. Y.

Gentlemen:

Please send the free literature indicated below to the following:

NAME .....

TITLE .....

FIRM .....

ADDRESS .....

CITY .....ZONE .....STATE .....

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	■	■	■	■

Place a circle around your selection.

23 *Float Packaging*—a 12-page, three-color, illustrated booklet on Kimpak creped wadding, a versatile interior packaging material. Demonstrates its various uses: blocking and bracing; flotation; absorbent packing; surface protection.

24 A Certified Job Study prepared for the warehousing industry. Analysis shows how $3,000 a year is saved on one item alone, with mass handling. Man-hour costs cut 50 to 75 percent and storage space increased up to 300 percent.

25 Traffic men and other executives always are interested in the efficient maintenance of business records and effective control over all phases of the department. Here's an 80-page illustrated book in color, *Kardex Visible Record Control*. Describes various combinations of record forms which may be incorporated in Kardex pockets and the great variety of colored signal control methods used on the visible margin of the records.

26 Accessory Data Sheet on fork extensions for handling loads longer than those ordinarily carried on the regular forks of a lift truck.

27 A Certified Job Study showing how a certain line was able to reduce terminal storage and save time in loading and unloading materials. In one of the illustrated cases, a job which formerly required 72 man-hours was cut to 12; in another, an eight-man-hour operation was reduced to a mere 20 minutes.

28 *Your Foreign Shipping Handbook*, a descriptive booklet, in color, issued by the Foreign Traffic Department of American Express. Introduces in graphic form the various services of the company's international shipping setup.

29 TWA's new air freight folder, which explains why shipping-by-air aids business. Gives examples of some low rates for certain commodities. Includes a map of TWA's coast-to-coast service and connecting routes.

30 Attractive illustrated eight-page brochure which shows how handling time can be cut 85%. Excellent for executives whose firms afford warehouses or who are located at terminals airports, etc.

31 Complete details on a speedy method for tagging boxes for storage or shipment by means of an automatic one-hand tacker for driving staples and fastening tags to various types of containers. Easily assembled and disassembled. Also a new-type kit for holding 1,000 staples and which fits into a vest pocket.

32 Twenty-eight-page booklet, in color, which describes the functions of overhead trolley conveyors. Profusely illustrated. Visual lesson on the valuable work of overhead conveyors.

33 Ready reference catalog of the Mercury line of materials handling equipment. Includes tractors, trailers, and lift trucks. Well illustrated and in color.

34 A study of a certain area which proved that the intelligent use of containers can get the shipper more miles per shipping dollar. Interesting reading.

Ready for...

"AIR LIFT: U. S. A."

TODAY, a giant "air lift" is helping American industry to meet stepped-up defense demands. But, as defense production grows, high speed and dependability in air transportation will become increasingly hard to obtain. The total "air lift" capacity of the country must be utilized to the utmost.

This means instant flexible access to *every* channel of transportation . . . coordination of all *air* schedules with *all* surface transportation . . . immediate transfers at junctions . . . constant communication to report and circumvent bottle-necks . . . personalized attention to every shipment *all the way*.

These are precisely the methods by which Emery Air Freight Corporation has become identified as "The World's Fastest Transportation Service." They account for the fact that, as a vital part of "Air Lift, U. S. A.", *Emery is ready.*

Emery Air Freight is listed in the phone books of most large cities. Your call will bring instant action.

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Agents in all other major cities and towns in the U.S.A.

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Montreal, Que., Canada

Rohner, Gehrig & Co.
Internationale Transport— und Lagerhaus A.G.
Rotenturmstrasse 13, Wien I, Austria

Consult Us About Your Shipping Problems

35 A certificated international air freight forwarder is offering an attractive folder which describes its own consolidation and forwarding set-up.

36 Latest issue of a valuable magazine which includes many useful tips on the use of steel strapping in packaging shipments. Well illustrated.

37 Samples of one firm's gummed box stay paper, gummed sealing tapes, gummed cambrics, etc. Here's a full line in various sizes and colors.

38 Descriptive literature on the Cargo Ready-Load which facilitates air freight loading and transloading. Only airline and air freight terminal men need apply.

39 Companies having Government orders for products which require Method II packaging in "barrier type" materials will be interested in this booklet, which describes and illustrates latest equipment for fabricating, handling, and sealing these materials.

40 United Air Lines' latest air freight folder which shows how to "streamline your manufacturing, distributing, retailing" via its service.

41 Latest issue of *Handling Materials Illustrated* which offers actual case histories to those who are engaged in the handling of various types of shipments.

42 Can you arrange for an interested group to watch a 15-minute, 16 mm sound film? The motion picture, *At Your Service, Mr. Wilson*, has been produced by KLM Royal Dutch Airlines. No charge for the loan of the film, but you'll have to provide your own projection equipment.

43 Here's the very latest issue of the New York State Airport Map and Directory. This is a revision of the last map offered in these columns.

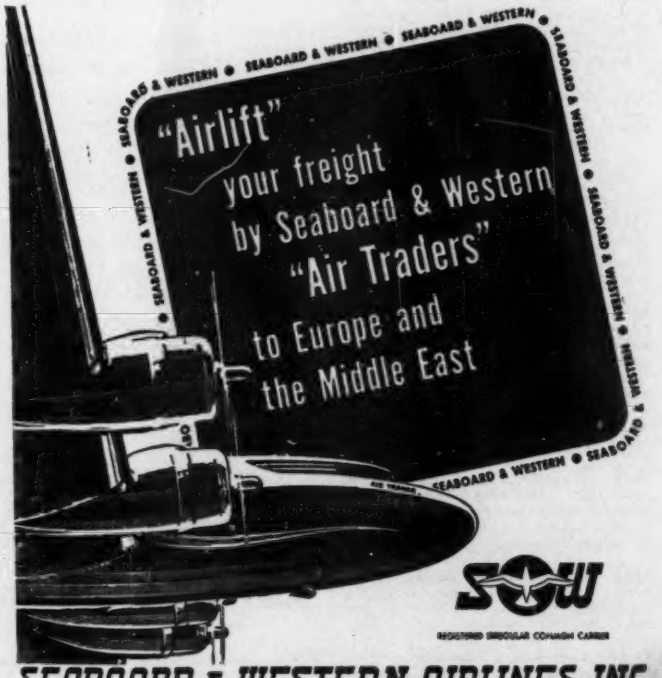
44 Glenn L. Martin's 40-page booklet, *Modern Techniques in Aircraft Manufacturing*, which is composed of case histories in industrial efficiency and economy. This is offered freely to American industry in behalf of the national defense effort.

New FTL Freight Terminal

INGLEWOOD, CALIF.—A regional air freight terminal, located at Century and Aviation Boulevards, has been established near Los Angeles International Airport. The regional freight dock, common to other forms of transportation, is the first one to be established for commercial air freight.

Another Car Ferry?

WELLINGTON, NEW ZEALAND—Prompted by the car-ferrying activities of Silver City Airways, English nonsked, across the English Channel, interest is being raised here with the possibility of a similar air freight service across Cook Strait.



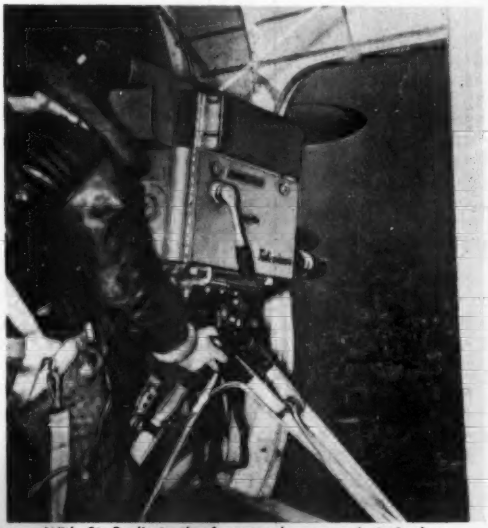
SEABOARD & WESTERN AIRLINES INC.

80 Broad St., New York 4, N. Y. • Phone WHitehall 3-1500 • Cable SEATERNAIR

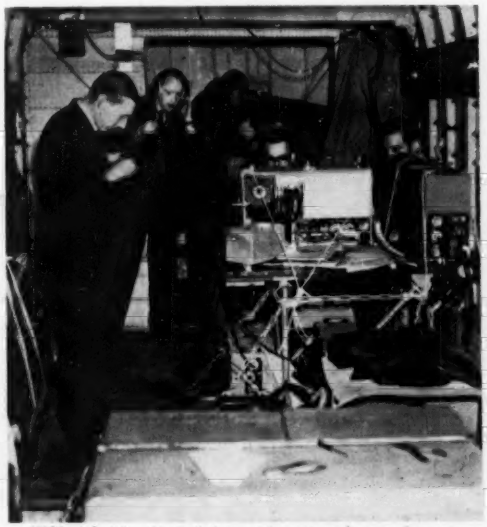
Marconi television camera on special mounting in open rear door of *Freighter*

Something New in Air Freight—TV!

A short while ago, the British Broadcasting Corporation chartered a Bristol *Freighter*, loaded it with television equipment and a crew to match, and flew over London with the TV camera trained on such familiar landmarks as the dome of St. Paul's, Big Ben, Hyde Park, the Albert Hall, Buckingham Palace, the Oval, and many others. There were two test flights—one lasting two hours and 20 minutes, and the second an hour and a half. As the result of BBC's experiment in air-to-ground transmission, London televiewers were given an extraordinary treat. Chalk up half of the achievement to air cargo.



With St. Paul's in the foreground, camera is trained on central London



BBC's television transmission equipment and operating crew in cargo hold

It's HERE!

BOXCARS In The SKY

The first complete, book-length story of air cargo published anywhere . . . written in clear, concise, non-technical language by Richard Malkin, America's top-flight writer on air cargo subjects.

A MUST on everyone's book list!

100,000 words of dynamic text! ★ 22 valuable chapters! ★ 140 dramatic photographs! ★ Comprehensive ready-reference index!

HERE, AT LAST, is the book which thousands of airline men, business executives, shippers, freight forwarders, traffic men, foreign traders, military men, and institutions of education have been demanding.

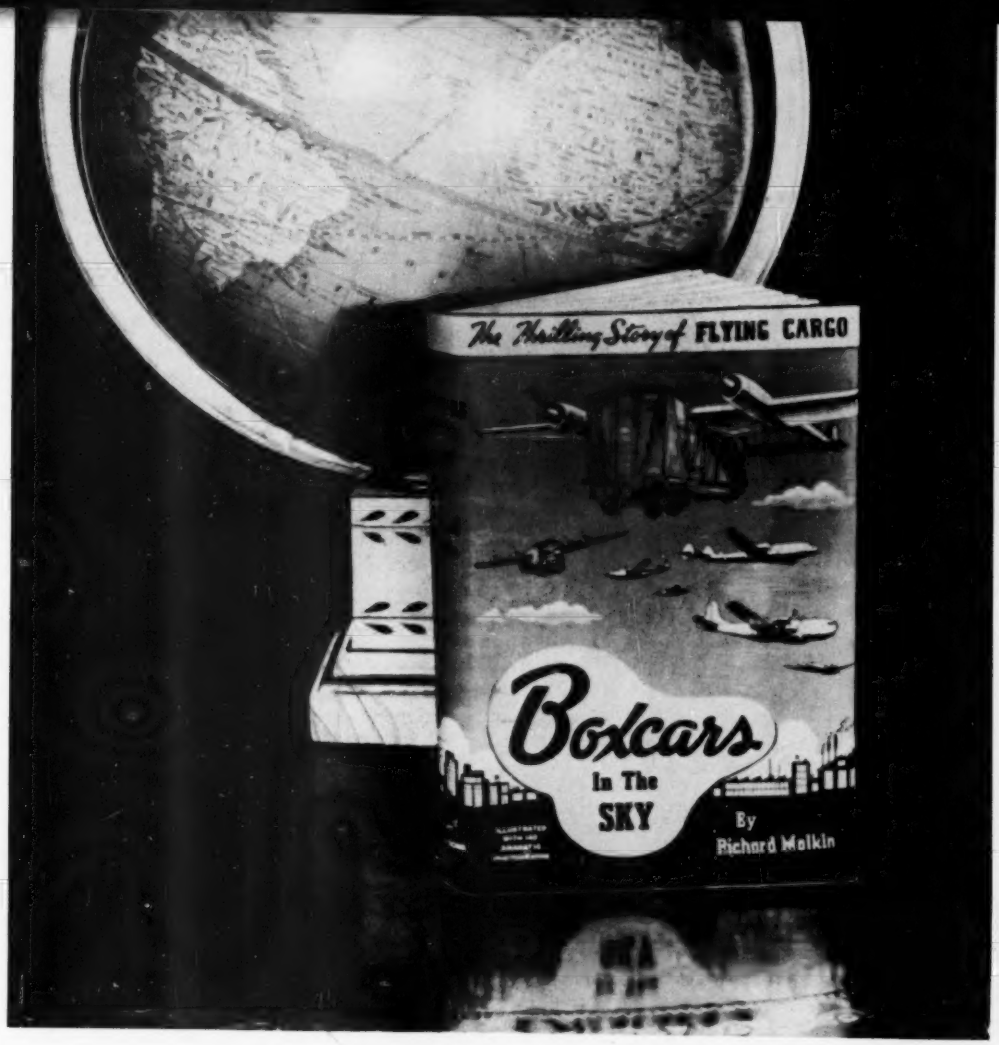
HERE, AT LAST, is the book which lays bare the whole powerful and intriguing story of commercial and military air shipping.

HERE, AT LAST, is the book which has attracted advance orders from many parts of the world, even before its low selling price was announced.

$4.75

ANSWERING THOUSANDS OF QUESTIONS SUCH AS...

How can sellers take advantage of airborne produce?
How did Bloomingdale's merchandise French-grown strawberries?
What has air freight done to the reading habits of the world?
How can a truly universal newspaper or magazine be made possible?
How is a certain circus getting the most out of a single season?
What caused the revival of Latin America's poultry industry?
How do animals take to airplane flight?
Why have Belgium's pigeon racers turned to air freight?
What has attracted steamship operators to air cargo?
What is causing the extension of seafood markets?
How was an order for 619 trucks saved by a single sample shipment?
Why do shippers of drugs and pharmaceuticals specify air cargo?
How was an entire hotel transported by air?
How has air freight made possible a London-Paris taxi service?
How does General Motors take advantage of air freight?
What novel shipping service does Sears Roebuck offer?
Can a plane be shipped in a plane?
How has Gimbel Brothers department store tied in with air cargo?
Why do most shippers of fashions swear by air?
Why are foreign stores no longer fearful of American high-styles?
Why does an American importer of Italian sweaters find air extremely profitable?
How did a Canadian chain store learn the hard way?
What has air freight done to style pirates?
Do fresh flowers perish at high altitudes?
What caused the Tyler, Texas rose industry to boom?
How did a Buffalo department store make air freight pay off in a big way?
What is the part played by air cargo in local emergencies?
Why is the Korean war mortality rate at an all-time low?
How were 18 locomotives flown halfway around the world?
How were 2,000,000 head of marooned cattle saved?
Why do California furniture manufacturers consolidate their air shipments?
How does the air freight exchange operate?
Will the helicopter ever be used for hauling freight?
Is anyone parachuting commercial cargo?
What is the difference between air express and air freight?
Will there ever be a flying post office?
What is the story behind the nonsked freight operators?
Just what is an air freight forwarder?
Why are the packaging companies lagging?
Why are air freight terminals necessary?
What were our achievements in the Berlin airlift?
Why was the inadequacy of our cargoplane fleet responsible for American lives in Korea?
How has the Washington do-nothing policy hurt us?
How do our present cargo aircraft stack up in the national defense picture?
And many, many more!



WHY BOXCARS IN THE SKY GIVES YOU MORE THAN YOUR MONEY'S WORTH LOOK AT THESE CHAPTER TITLES

1. INTRODUCTION: by way of opening
2. PRODUCE: from the vine, tree, and ground
3. PRESS: nothing is deader than yesterday's headlines
4. ANIMALS: the animal kingdom
5. CATTLE: cattle in a hurry
6. SEAFOOD: not only flying fish fly
7. ASSORTED CARGOES: soup to nuts
8. FASHIONS: milady is served
9. FLOWERS: don't get caught with your plants down
10. PROMOTION: the gimmick pays off
11. EMERGENCY: s. o. s.
12. THE EXCHANGE: where planes and cargoes meet
13. HELICOPTER: where's the helifreighter?
14. PARACARGO: chute the works
15. EXPRESS: door to door—fast!
16. MAIL AND PARCEL POST: via the post office
17. NON-SCHEDULED FREIGHT: enter the nonsked
18. FORWARDER: meet mr. middle man
19. TERMINALS AND PACKAGING: jobs to be done
20. MILITARY: lesson of the lifts
21. OPERATION VITTLES: some shuttle stories
22. CONCLUSION: by way of closing

CLIP THIS COUPON AND MAIL IT TODAY

Import Publications, Inc.
10 Bridge Street
New York 4, N. Y.

Gentlemen:

I am anxious to receive copy(ies) of Richard Malkin's outstanding book, BOXCARS IN THE SKY, @ $4.75 per copy. (Add 25¢ per book for carriage and handling charges.) Please rush!

NAME .....

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ADDRESS .....

CITY ..... Zone .... STATE .....

Comparison of Shipping Costs: Surface versus Air

Commodity: Nylon Stockings. Value per Unit: $.80 Total Value: $3,840.
From: Chicago, Illinois to: Caracas, Venezuela.

	SURFACE Weight: 500 Lbs. Volume: 40 Cu. Ft.		AIR Weight: 400 Lbs. Volume: 32 Cu. Ft.	
I. Type of Export Packing Used and Cost: (Present rate surface shipments approximately $.50 cu. ft.)	$ 20.00			
II. Weight Represented by Export Packing and Actual Shipping Cost of Same: (Based on weight packing materials of 100 lbs.)	$10.80			
III. Total Insurance Premiums Origin to Final Destination:	$ 115.20			$ 5.85
IV. Shipping Costs to Port of Embarkation:				
A. Rail	$ 14.65		$	
B. Air	$		$ 49.20	
C. Truck	$		$	
	$ 14.65	$ 14.65	Total $ 49.20	$ 49.20
V. Drayage Costs from Terminal at Port of Embarkation to Export Pier	$ 3.00			
VI. Shipping Costs from Port of Embarkation to Debarkation:				
A. Weight or volume charges	$ 67.50		$ 136.00 Wt.	
B. Ad valorem charges	$		$ 1.13 Val.	
	Total $ 67.50	$ 67.50	Total $ 137.13	$ 137.13
VII. Warehousing at Port of Debarkation	$			
VIII. Shipping Costs Port of Debarkation to Market	$ 3.00			
IX. Brokerage Charges—Export—Import	$ 23.84			$ 1.00
X. Duties where Based on Gross Weight: Nylons $12.00 per Kilo	$2724.00			$2176.80
XI. Interest Charges	$ 10.00			$ 1.00
XII. Total Shipping Costs Factory to Market	$2981.19			$2370.98
XIII. Total Time in Transit	30 Days			3 Days

(PREPARED BY PAN AMERICAN WORLD AIRWAYS AS A SERVICE TO SHIPPERS)

AIR FREIGHT FORWARDERS

ACME AIR CARGO, INC.: Robert V. Connolly, who has a background of five years' experience in international shipping with direct carriers, has joined Acme as division sales manager, with headquarters in New York.

Air Express International Agency, Inc.: A Letter of Registration licensing it to operate as an international air freight forwarder and authorizing consolidation of air cargo to overseas points has been awarded AEIA by the Civil Aeronautics Board. The pioneer air cargo forwarding and customs brokerage firm may now publish its own tariff and rates.

According to Charles L. Gallo, president of AEIA, "the registration climaxes several years of hearings and appearances before the Civil Aeronautics Board in Washington." Registered international air freight forwarders now operate in the field of cargo consolidation "much on the same basis as less-than-carload consolidators in the domestic transportation scene." Gallo said that shippers will receive reductions ranging as high as 10 percent on General Commodity shipments weighing less than 100 pounds, and a reduction of 5 percent on Specific Commodity shipments.

With operation beginning March 1, the company's initial tariff publishes General Commodity and Specific Commodity rates to 21 European and Latin American destinations, including Honolulu, from New York, Newark, Chicago, Miami, New Orleans, Los Angeles, and San Francisco. (AEIA's offices are listed in the *Air Shippers' Manual.*)

Two classes of service in the General Commodity group have been established. These cover shipments weighing less than 100 pounds and have been designated as Expedited Service and Regular Service. Expedited Service shipments received preferred handling, with dispatch guaranteed within 24 hours of receipt at rates 5 percent under airline rates. Regular Service shipments, dispatched within 72 hours of receipt, are accorded a 10 percent discount.

The following personnel changes have been announced by the company: Alvin C. Beck, former New York export manager, has been promoted to the position of vice president, and is responsible for the sales promotion of international and domestic consolidation. The additional responsibilities of the office of secretary have been taken on by Treasurer E. M. Bowers. Harry Keegan, manager of ocean imports, now is operating as New York import manager in charge of ocean and air imports. Mario Furnari has assumed the post of district manager at Miami, while Frank Konecny, senior entry clerk, has been elevated to the position of supervisor of air imports at the New York International and La Guardia Airports.

Caldwell and Company, Inc.: A. V. Biegen, vice president, recently addressed the Foreign Trade Club of the Providence Chamber of Commerce. The subject, of course, was foreign freight forwarding.

Cosmos Shipping Company, Inc.: Norman G. Jensen has been appointed district manager for Chicago and surrounding areas. Formerly with J. R. Bernard and Company, Inc., in Chicago, Jensen will be located in Cosmos' office at 209 West Jackson Boulevard.

Rohner, Gehrig and Company: Louis Francis, ex-general manager of Air Express International Agency, Inc., has taken over the dual posts of secretary of Rohner, Gehrig and Company, and general manager of the Import and Customs Department. Joseph Setariano, who assisted Francis at AEI, has come to Rohner, Gehrig in the same capacity.

Congratulations

BRANIFF INTERNATIONAL AIRWAYS: John G. Burnett, former operator of his own advertising agency in Dallas, has taken over the position of advertising manager for the carrier. . . L. A. Person has been promoted to the post of traffic manager. . . Edwin F. Applegate has been named district sales manager at Los Angeles.

British Overseas Airways Corporation: Keith Granville has been appointed to the new post of sales director, and J. W. S. Brancker now is serving as general manager of international affairs.

Civil Aeronautics Board: Louis W. Goodkind has been named acting deputy director of the Bureau of Air Operations.

Flying Tiger Line: George Zettler has been appointed sales manager at Denver.

Mid-Continent Airlines: Norton H. Jonathan has taken over the post of assistant to the director of publicity.

Panagra: Buell Patterson, well-known in airline circles, has joined this carrier in the capacity of publicity director. . . Don B. Wilson, another airline veteran, has come to Panagra and is on special assignment in the sales department.

Philippine Air Lines: P. K. Macker, another well-known personage in the aviation field, has been appointed head of the international public relations operations of the company. . . W. H. Nolloth has been appointed acting district sales manager in Hong Kong.

Shelton Manufacturing Company: Howard T. Shane takes over the post of sales manager, Shellcrease Division.

Trans-Canada Air Lines: The district sales managership for the New York area has been taken over by Harry J. Cooper.

Wirebound Box Manufacturers Association: A. L. Wilton has been elected president of the organization, succeeding Norris W. Embry who has been named vice president. Two new directors also were elected: Kenneth H. Leash and W. J. Pierpont.

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OVERNIGHT!

Here's your swift, reliable "highway" to all Europe—plus the Near and Far East. 12 hours to Britain . . . overnight to 6 German cities . . . daily flights to Central Europe. Save money on low commodity rates!

• SAS GROUND-HANDLING, system-wide means rapid, responsible forwarding.

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MArket 7-4315

MIAMI DIVISION
Miami International Airport, Twentieth Street Terminal
Miami 88-4328

METROPOLITAN DIVISION
140-2 West Broadway, New York 13, N. Y.
WOrth 4-3560

AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Airline Cargo Rates

(Including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served *direct* by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ENF—Anchorage
BAL—Baltimore
BOR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Cal'd.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Or.
PVD—Providence
QY—Sydney, N. S.
STL—St. Louis
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AL—Aerolineas Argentinas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
E—Eastern Airlines
EA—Expreso Aereo Interamericano
EL—El Al (Israeli National Airlines)
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
LI—Linee Aeree Italiane
LV—Lineas Aeroposta Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Affiliates
PH—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Seaboard & Western
SY—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.48 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

E: Valuation charge is applicable only on shipments equa to or more than $7.48 per pound.

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

L: Shipments of less than 22 lbs. are sent air express.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 100-999 lbs. and 1,000 lbs. and over.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $104 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
▲ Rate of 25 lbs. or less.
▸ Minimum weight 50 lbs.
† Minimum charge per shipment $3.00.
◆ Consult airline for lower rates applicable to 3,000 lbs. and over.
∮ Minimum charge per shipment $6.00.
d/ Daily freighter service.
/m Truck to Miami.
c Canadian Currency.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalberg, Denmark	IDL SS	1.18	.80	.20	Su,T,W,Th,F
Aarhus, Denmark	IDL SS	1.17	.80	.20	Su,T,W,Th,F
Abadan, Iran	IDL BO	1.75	1.31	.25	Dly
"	MIA BO	1.75	1.34	.25	"
"	IDL SR	1.75	1.32	.25	Su,Th
Abidjan, Ivory Coast	IDL AF	1.62	1.22	.25	Su,M,W,Th
"	BOS AF	1.59	1.20	.25	T,Th
Abo, Finland	IDL SS	1.22	.91	.20	Dly except Sa
Accra, Br. Gold Coast	LGA P	1.54	1.16	.25	M,Th
"	BOS P	1.51	1.13	.25	Dly
"	IDL BO	1.54	1.16	.25	Su,M,T,Th,F
"	MIA BO	1.85	1.30	.25	"
"	IDL AF	1.62	1.22	.25	M
"	BOS AF	1.59	1.20	.25	Su,T
Addis Ababa, Ethiopia	IDL BO	1.84	1.38	.25	Dly
"	LGA TW*	1.84	1.38	.25	M,Th
Aden, Adm	IDL BO	1.84	1.38	.25	Dly
Ahmedabad, India	LGA P	2.05	1.54	.25	"
"	BOS P	2.02	1.51	.25	"
Albertville, Belgian Congo	IDL S	1.99	1.42	.25	Su,T,Th
Alexandria, Egypt	IDL LI	1.55	1.17	.25	Th
"	IDL AF	1.54	1.10	.25	"
Algiers, Algeria	LGA TW	1.20	.93	.25	F
"	IDL AF	1.26	.95	.25	Dly
"	BOS AF	1.24	.94	.25	Dly
"	BOS TW	1.24	.93	.25	F
Amsterdam, Neth	IDL S	1.06	.80	.20	Su,T,Th
"	IDL BO	1.06	.80	.20	Dly
"	MIA BO	1.11	.84	....	Dly
"	IDL P	1.06	.80	.20	"
"	BOS P	1.03	.78	.20	"
"	IDL SS	1.06	.80	.20	Su,T,W,Th,F
"	IDL AF	1.06	.80	.20	Dly
"	BOS AF	1.02	.77	.20	Dly
"	IDL K	1.06	.80	.20	Dly except M
"	UL K	1.04	.78	.21	Su,W
Anchorage, Alaska	SEA P	.45	.18	.15	Dly
"	SEA NW	.23	.15	.15	Dly
"	MPS NW	.35	.29	.15	Dly
Antigua, B.W.I.	LGA P*	.34	.34	.15	M,Th,F
"	MIA P*	.35	.15	.15	M,Th,F
Antilla, Cuba	MIA P*	.20	.10	.15	Dly
Antofagasta, Chile	MIA P*	1.12	.61	.20	M,T,Sa
"	MSY P*	1.19	.68	.20	M,T,Sa
"	HOU P*	1.22	.71	.25	Su,M,F
"	BRO P*	1.22	.71	.25	Su,M,F
"	LAX P*	1.33	.85	.25	Su,M,F
"	LGA P	1.23	.70	.25	"
Arauaja, Brazil	LGA P*	1.54	1.54	.25	W,F,Sa
"	MIA P*	1.26	1.26	.25	W,F,Sa
"	MSY P*	1.53	1.53	.25	Su,W,Sa
"	HOU P*	1.68	1.68	.25	T,Th,F,Sa
"	BRO P*	1.60	1.60	.25	T,Th,Sa
"	LAX P*	1.90	1.90	.25	Sa,T,Th,F
Arequipa, Peru	MIA P*	1.09	.83	.30	Sa,M,W,F,Sa
"	MSY P*	1.09	.80	.30	SuMWTh,FSa
"	HOU P*	1.09	.83	.30	Dly except M
Arequipa, Cont'd	BRO P*	1.09	.82	.20	Dly except M
"	LAX P*	1.22	.77	.30	SuTWTh,FSa
Arica, Chile	MIA P*	1.06	.67	.30	M,F
"	MSY P*	1.12	.64	.30	M,F
"	HOU P*	1.13	.67	.30	Sa,Th
"	BRO P*	1.13	.67	.30	Sa,Th
"	LAX P*	1.28	.81	.30	Sa,Th
Armenia, Columbia	MIA P*	.58	.28	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.62	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	LAX P*	.70	.52	.15	Dly
"	LGA P*	.44	.27	.15	Dly
Aruba, N.W.I.	MIA K	.30	.22	.15	Dly
"	UL K	.30	.30	.17	M,F
Asmara, Eritrea	IDL BO	1.76	1.32	.25	Su,M,T,Th,F
Asuncion, Paraguay	LGA P*	1.47	.83	.25	T,F
"	MIA P*	1.39	.77	.25	T,F
"	MSY P*	1.46	.84	.25	M,Th
"	HOU P*	1.49	.87	.25	Su,W
"	BRO P*	1.49	.87	.25	Su,W
"	LAX P*	1.63	1.01	.25	Su,W
"	BRO B*	1.50	.88	.25	W,Sa
"	CHI B*	1.50	.88	.25	W,Sa
"	CRP B*	1.49	.87	.25	W,Sa
"	DAL B*	1.50	.88	.25	W,Sa
"	YIP B	1.50	.88	.25	W,Sa
"	FTW B*	1.50	.88	.25	W,Sa
"	HAV B*	1.39	.77	.25	W,Sa
"	HOU B*	1.49	.87	.25	W,Sa
"	IND B	1.49	.87	.25	W,Sa
"	LRD B*	1.52	.90	.25	W,Sa
"	MSY B*	1.46	.84	.25	W,Sa
"	SAT B*	1.50	.88	.25	W,Sa
Athens, Greece	EWR TC	1.70	1.50	....	Frequently
"	IDL SA	1.57	1.11	....	Sa
"	IDL SW	1.28	1.03	.20	"
"	IDL LI	1.44	1.08	.25	M,T,Th
"	IDL BO	1.44	1.08	.25	Dly
"	MIA BO	1.48	1.11	....	Dly
"	IDL AF	1.44	1.08	.25	Weekly
"	BOS AF	1.41	1.06	.25	T,Th
"	IDL K*	1.44	1.08	.25	Sa
"	UL K	1.44	1.08	.25	Su
"	IDL SS	1.44	1.08	.25	T,W,Th,Sa
"	LGA TW	1.44	1.08	.25	Dly
"	CHI TW	1.49	1.13	.25	Dly
"	PBL TW	1.45	1.09	.25	Dly
"	BOS TW	1.41	1.07	.25	M,F
"	YIP TW	1.46	1.10	.25	Dly
"	IDL S	1.44	1.08	.25	T,Th,Sa
"	IDL SR	1.44	1.08	.25	Su,Th
"	IDL P	1.44	1.08	.25	"
"	BOS P*	1.41	1.07	.25	"
Auckland, N. Z.	LAX P	1.75	1.32	.25	Sa
"	SFO P	1.75	1.32	.25	Sa
"	PDX P	1.75	1.32	.25	Sa
"	SEA P	1.75	1.32	.25	Sa
"	SFO BC	1.78	1.32	.25	F
"	HNL BC	1.10	.90	.30	F
"	VR BC	1.76	1.32	.25	F
Baghdad, Iraq	IDL AF	1.70	1.27	.25	Weekly
"	BOS AF	1.71	1.29	.25	T,Th
"	IDL BO	1.70	1.27	.25	Dly
"	IDL K	1.70	1.27	.25	W,Th
"	UL K	1.70	1.28	.26	W
Bahia, Brazil (*See San Salvador*)					
Bahrein, Arabia	IDL BO	1.80	1.35	.25	Dly
"	IDL P	1.80	1.34	.25	"
"	BOS P	1.78	1.34	.26	"
Balboa, Canal Zone	MIA P*	.39	.19	.20	Dly
"	MSY P*	.45	.36	.20	Dly
"	HOU P*	.48	.29	.20	Dly
"	BRO P*	.48	.29	.20	Dly
"	LAX P*	.61	.43	.20	Dly
Bangkok, Siam	LGA P	2.22	1.66	.25	Su,T,W,F
"	PDX P	2.70	2.03	.25	Th,Sa
"	SEA P	2.70	2.03	.25	Th,Sa
"	LAX P	2.70	2.03	.25	T,F,Sa
"	BOS P	2.19	1.65	.25	T,F
"	SFO P	2.70	2.03	.25	Su,T,F,Sa
"	IDL SS	2.22	1.66	.25	Su,T,W,Th
"	IDL AF	2.33	1.74	.25	M,T
"	BOS AF	2.29	1.72	.25	T,Th
"	LGA TR	2.34	2.00	.25	....
"	IDL BO	2.22	1.66	.25	Dly
"	IDL K	2.22	1.66	.25	Su,T,W,F
"	UL K	2.24	1.69	.26	Su,W
"	LAX W*	2.50	1.80	.20	....
"	PDX W*	2.50	1.80	.20	....
"	SEA W*	2.50	1.80	.20	....
Bangui, Belg Congo	IDL S	1.99	1.42	.25	T,Th,Sa
Baracoa, Cuba	MIA P*	.18	.12	.03	Dly
Barbados, B.W.I.	IDL BO	.42	.30	.15	Su,W,Sa
Barcelona, Spain	IDL AF	1.13	.85	.20	Twice Wkly
"	BOS AF	1.18	.89	.20	Twice Wkly
"	IDL SA	1.41	1.06	....	Su
"	LGA P	1.13	.85	.20	Sa,F
"	BOS P	1.10	.83	.20	Sa,F
"	IDL SR	1.21	.91	.20	Su,Th
"	IDL BO	1.13	.85	.35	Dly

Destination	Airport and Airline		RATES (See Note) Per Lb. (Un. 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Barcelona, Venezuela	MIA	K	.40	.24	.15	W,F
"	UL	K	.55	.41	...	W,F
Barrana, Bermeja, Col.	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.54	.37	.15	Su,Th
"	MSY	P*	.60	.35	.15	Dly
"	HOU	P*	.60	.35	.15	Dly
"	BRO	P*	.62	.38	.15	Dly
"	LAX	P*	.77	.52	.15	Su,T,Th,Sa
Barranquilla, Col.	MIA	P*	.39	.19	.20	Dly
"	LGA	P*	.49	.28	.20	Dly
"	MSY	P*	.45	.26	.20	Dly
"	HOU	P*	.48	.29	.20	Dly
"	BRO	P*	.48	.29	.20	Dly
"	LAX	P*	.62	.43	.20	Dly
"	MIA	K	.41	.28	.15	Su,W,F
"	UL	K	.80	.36	.17	F
Basankusi, Belgian Congo	IDL	S	1.99	1.43	.25	Su,T,Th
Basle, Switzerland	IDL	SS	1.16	.87	.20	Su,T,W,Th
"	IDL	AF	1.13	.83	.20	Dly
"	BOS	AF	1.10	.83	.20	Twice Wkly
"	IDL	K	1.13	.85	.20	T,W,F,Sa
"	UL	K	1.11	.84	.21	Su,W
"	LGA	P	1.13	.85	.20	.....
"	BOS	P	1.10	.83	.20	.....
"	IDL	SR	1.12	.85	.20	Su,Th
"	IDL	BO	1.13	.85	.20	Dly
Basrah, Iraq	IDL	K	1.72	1.30	.25	F,Sa
"	UL	K	1.72	1.30	.26	Sa
"	IDL	BO	1.72	1.30	.25	Dly
"	IDL	AF	1.72	1.30	.25	Su,T,Th,F,Sa
"	BOS	AF	1.70	1.28	.25	Su,T,Th
"	LGA	TW	1.72	1.30	.25	Su,W,F
"	IDL	SR	1.72	1.30	.25	Su,Th
"	IDL	P	1.72	1.30	.25	.....
"	BOS	P	1.70	1.27	.25	.....
Bayamo, Cuba	MIA	P*	.14	.09	.05	Dly
Beirut, Lebanon	IDL	AF	1.54	.16	.25	Dly
"	BOS	AF	1.51	1.15	.25	T,Th
"	LGA	P	1.54	1.16	.25	.....
"	BOS	P	1.51	1.14	.25	.....
Belem, Brazil	LGA	P*	.94	.68	.20	Dly
"	MIA	P*	.80	.61	.20	Dly
"	MSY	P*	1.28	.81	.25	Dly
"	HOU	P*	1.33	.85	.25	Dly
"	BRO	P*	1.30	.81	.25	Dly
"	LAX	P*	1.56	1.16	.25	Dly
"	IDL	AL	.94	.68	...	F
Belfast, N. Ireland	IDL	SS	.99	.75	.20	Dly except Sa
"	IDL	BO	.93	.74	.20	Dly
"	MIA	BO	1.12	.84	...	Dly
"	IDL	AF	1.11	.84	.20	Dly
"	BOS	AF	1.08	.82	.20	Three Wkly
Belgrade, Yugoslavia	IDL	SS	1.39	1.05	.25	Su,T,W,Th
"	IDL	SS	1.39	1.05	.25	Su,M,W,F
"	IDL	AF	1.38	1.04	.25	.....
"	BOS	AF	1.36	1.02	.25	.....
"	IDL	SR	1.38	1.04	.25	Su
"	IDL	BO	1.38	1.04	.25	Dly
Belize, Br. Hond.	MSY	TA	.39	.29	...	Th
"	MEX	TA	.33	.24	...	Th
Bello-Horizonte, Brazil	LGA	P*	1.64	1.64	.25	Dly
"	MIA	P*	1.44	1.44	.25	.....
"	MSY	P*	1.56	1.56	.25	.....
"	HOU	P*	1.77	1.77	.25	.....
"	BRO	P*	1.69	1.69	.25	.....
"	LAX	P*	1.99	1.99	.25	Dly
Berlin, Germany	IDL	BO	1.18	.89	.20	Dly
"	MIA	BO	1.23	.93	...	Dly
"	IDL	AF	1.18	.89	.20	Dly
"	BOS	AF	1.15	.87	.20	T,Th
"	IDL	K	1.18	.89	.20	Su,T,W,F
"	UL	K	1.17	.88	.21	Su,W
"	IDL	P	1.18	.89	.20	.....
"	BOS	P	1.16	.87	.20	.....
Bermuda	LGA	C	.15	.10	.10	Dly
"	DCA	C	.15	.10	.10	T,Th,F
"	LGA	P	.20	.10	.05	Dly
"	BOS	P	.20	.10	.05	Sa
"	UL	T	.30C	.30C	.06**	W,F,Sa
"	YTO	T	.30C	.30C	.06**	W,F,Sa
"	MIA	BO	.35	.19	...	Dly
Berne, Switzerland	IDL	SR	1.13	.85	.20	Su,Th
"	BOS	P	1.13	.85	.20	.....
"	IDL	P	1.16	.87	.20	.....
Birmingham, England	IDL	AF	1.11	.84	.20	Dly
"	BOS	AF	1.08	.82	.20	Sa,T
"	IDL	K	.98	.74	.20	.....
"	IDL	BO	.98	.74	.20	Dly
Blantyre, Nyasland	IDL	BO	1.99	1.43	.25	.....
Bloemfontein, So. Africa	IDL	BO	1.97	1.48	.28	Su,M,T,Th,F
Bluefields, Nicaragua	MSY	TA	.55	.42	...	M,W,F
"	MEX	TA	.49	.33	...	T,Th,Sa
Bogota, Columbia	MIA	P*	.54	.28	.20	Dly
"	LGA	P*	.64	.37	.20	Dly
"	MSY	P*	.60	.35	.20	Dly
"	HOU	P*	.62	.38	.20	Dly
"	BRO	P*	.62	.38	.20	Dly
"	LAX	P*	.76	.52	.20	Dly

Destination	Airport and Airline		RATES (See Note) Per Lb. (Un. 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bombay, India	IDL	BO	2.05	1.54	.25	Dly
"	LGA	TW	2.05	1.54	.25	Su,W,F
"	IDL	K*	2.16	1.62	.25	T,W,Th,F,Sa
"	LGA	P	2.05	1.54	.25	.....
"	BOS	P	2.02	1.51	.25	.....
"	IDL	AF	2.05	1.54	.25	.....
Bonaire, N.W.I.	MIA	K	.30	.22	.15	Dly
Bonanza, Nicaragua	MSY	TA	.56	.43	.10	M,W,F
"	MEX	TA	.44	.34	...	T,Th,Sa
Bordeaux, France	IDL	BO	1.12	.84	.20	Dly
"	IDL	AF	1.12	.84	.20	Dly
"	BOS	AF	1.09	.82	.20	T,Th
"	IDL	P	1.12	.84	.20	.....
"	BOS	P	1.09	.82	.20	.....
Brazzaville, Fr. Eq. Af.	IDL	AF	1.73	1.30	.25	Weekly
"	BOS	AF	1.70	1.28	.25	T,Th
"	IDL	K	1.73	1.30	.25	T,F
"	UL	K	1.98	1.49	.28	Sa,W
Bremen, Germany	IDL	SS	1.15	.865	.20	Dly except Sa
"	IDL	P	1.13	.85	.20	.....
"	BOS	P	1.10	.83	.20	.....
"	IDL	AF	1.13	.85	.20	.....
"	BOS	AF	1.10	.83	.20	.....
Bridgetown, Barbados	UL	T	.60C	.38C	.17	Sa,F
"	TO	T	.60C	.38C	.17	Sa,F
"	LGA	T	.54	.32	...	.....
Brussels, Belgium	IDL	S	1.06	.80	.20	Su,T,Th
"	BOS	P	1.03	.78	.20	Su,T,W,F
"	IDL	SW	92	.73	.30	.....
"	IPL	TO	1.06	.80	.30	Dly
"	MIA	BO	1.10	.83	...	Dly
"	IDL	SS	1.06	.80	.30	Su,T,W,Th
"	IDL	AF	1.06	.80	.20	Dly
"	BOS	AF	1.03	.78	.20	T,Th
"	IDL	K*	1.06	.80	.20	Dly
"	UL	K	1.04	.78	.21	T,W,F
Bucaramanga, Colombia	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.64	.37	.15	Dly
"	MSY	P*	.60	.35	.15	Dly
"	HOU	P*	.62	.38	.15	Dly
"	BRO	P*	.62	.38	.15	Dly
"	LAX	P*	.77	.52	.15	Dly
Bucharest, Rumania	IDL	SS	1.47	1.11	.25	Su,W,Th,F
"	IDL	AF	1.51	1.14	.25	Dly
"	BOS	AF	1.48	1.12	.25	T,Th
Budapest, Hungary	IDL	AF	1.37	1.03	.25	Dly
"	BOS	AF	.94	1.01	.25	T,Th
"	IDL	SS	1.32	1.00	.25	Su,T,W,Th
"	IDL	SR	1.31	.98	.25	Su,Th
Buenos Aires, Argentina	LGA	P*	1.54	.89	.25	Twice Dly
"	MIA	P*	1.47	.83	.25	Twice Dly
"	MSY	P*	1.83	.90	.25	Dly
"	HOU	P*	1.86	.93	.25	Dly
"	BRO	P*	1.54	.93	.25	Dly
"	LAX	P*	1.69	1.07	.25	Dly
"	BRO	B*	1.57	.94	.25	M,W,Sa
"	CHI	B*	1.50	.95	.25	M,W,Sa
"	CRP	B*	1.56	.93	.25	M,W,Sa
"	DAL	B*	1.59	.95	.25	M,W,Sa
"	YIP	B	1.59	.95	.25	M,W,Sa
"	FTW	B*	1.59	.95	.25	M,W,Sa
"	HAV	B*	1.42	.82	.25	M,W,Sa
"	HOU	B*	1.56	.93	.25	M,W,Sa
"	IND	B	1.57	.94	.25	M,W,Sa
"	LRD	B	1.57	.94	.25	M,W,Sa
"	MSY	B*	1.53	.90	.25	M,W,Sa
"	SAT	B*	1.56	.93	.25	Su,M,T,Th
"	IDL	AL	1.54	.93	...	F
"	IDL	BO	1.54	.89	...	W,Sa
Buiawayo, S. Rhodesia	IDL	BO	1.99	1.42	.25	Dly
Cagliari, Italy	IDL	LI	1.33	.96	.25	Dly
Caibarien, Cuba	MIA	P*	.14	.09	.05	Dly
Cairo, Egypt	IDL	S	1.54	1.16	.25	Su,T,Th
"	IDL	SW	1.46	1.10	.20	.....
"	IDL	BO	1.54	1.16	.25	Dly
"	IDL	AF	1.54	1.16	.25	Twice Wkly
"	BOS	AF	1.51	1.14	.25	T,Th
"	IDL	LI	1.55	1.17	.25	M
"	IDL	K	1.54	1.16	.25	M,T,Th,F
"	UL	K	1.54	1.16	.26	W,Sa
"	IDL	SS	1.54	1.16	.25	Su,T,W,Th
"	LGA	TW	1.54	1.16	.25	Dly ex. M,F
"	BOS	TW	1.51	1.14	.25	W,F
"	PHL	TW	1.56	1.19	.25	Dly
"	CHI	TW	1.59	1.21	.25	Dly
"	YIP	TW	1.56	1.17	.25	Dly
"	IDL	SR	1.54	1.16	.25	Su thru Th
"	LGA	P	1.54	1.16	.25	.....
Calcutta, India	LGA	P	2.16	1.62	.25	Su,T,F
"	BOS	P	2.14	1.61	.25	Su,T,F
"	PDX	P	2.94	2.21	.25	Sa
"	SEC	P	2.94	2.21	.25	Sa
"	SFO	P	2.94	2.21	.25	T,F,Sa
"	LAX	P	2.94	2.21	.25	T,F,Sa
"	IDL	SS	2.16	1.62	.25	Su,T,W,Th
"	IDL	K	2.16	1.62	.25	Dly ex. M,F
"	UL	K	2.19	1.64	.26	Su,T,W,F
"	IDL	BO	2.16	1.62	.25	Su,W
"	IDL	AF	2.17	1.63	.25	Twice Wkly
"	BOS	AF	2.14	1.61	.25	Twice Wkly
"	LGA	TR	2.20	1.78	.25	.....
"	LAX	W*	3.27	2.35	.30	.....
"	SFO	PH	2.36	1.77	.15	W,Sa
"	HNL	PH	2.36	1.77	.15	W,Sa
Calgary, Alb., Canada	LGA	T	.32	.31	.10	Dly

Destination	Airport and Airline		RATES (See Note) Per Lb. (Un. 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cali, Colombia	MIA	P*	.54	.28	.20	Dly
"	LGA	P*	.64	.37	.20	Dly
"	MSY	P*	.60	.35	.20	Dly
"	HOU	P*	.62	.38	.20	Dly
"	BRO	P*	.62	.38	.20	Dly
"	LAX	P*	.76	.52	.20	Dly
Camaguey, Cuba	MIA	P*	.12	.08	.03¢	Dly
Campeche, Mexico	MIA	P*	.28	.14	.15	Dly
"	MSY	P*	.23	.13	.15	Dly
"	HOU	P*	.30	.22	.15	Dly
"	BRO	P*	.28	.15	.15	Dly
"	LAX	P*	.44	.33	.15	Dly
Cananea Sen., Mex.	MEX	L	.10	.08	.25	Dly
Cannes, France	IDL	AF	1.17	.88	.20	Dly
"	BOS	AF	1.14	.86	.20	Dly
Canton Island	LAX	P	1.23	.93	.20	M,Th,Sa
"	SFO	P	1.23	.93	.20	M,Th,Sa
"	PDX	P	1.23	.93	.20	Th,Sa
"	SEA	P	1.23	.93	.20	Th,Sa
"	VR	BC	1.34	.93	.20	M, alt.Th,F
Capetown, U. S. Af. (Caracas, Venezuela (*See La Guaira*)	IDL	BO	2.18	1.64	.25	Su,M,T,Th,F
Cartagena, Colombia	MIA	P*	.46	.23	.15	Dly
"	LGA	P*	.56	.32	.15	Dly
"	MSY	P*	.52	.30	.15	Dly
"	HOU	P*	.55	.33	.15	Dly
"	BRO	P*	.55	.33	.15	Dly
"	LAX	P*	.69	.47	.15	Dly
Casablanca, Fr. Morocco	BOS	AF	1.27	.96	.25	.....
"	IDL	AF	1.30	.98	.25	Dly
Catania, Italy	IDL	LI	1.35	.96	.25	Dly
Cayenne, Fr. Guiana	LGA	P*	.70	.42	.15	M,Th
"	MIA	P*	.62	.38	.15	M,Th
"	MSY	P*	.70	.43	.15	Sa,W
"	HOU	P*	.72	.46	.15	T,Sa
"	BRO	P*	.72	.46	.15	T,Sa
"	LAX	P*	.87	.60	.20	T,Sa
Caye Mambi, Cuba	MIA	P*	.18	.12	.06	Dly
Chetumal, Mexico	MIA	P*	.33	.16	.15	Su,Th
"	MSY	P*	.28	.16	.15	Su,Th
"	HOU	P*	.33	.22	.15	W,Sa
"	BRO	P*	.31	.21	.15	W,Sa
"	LAX	P*	.47	.36	.15	W,Sa
Chihuahua, Chih., Mex.	ELP	L	.10	.08	.25	Dly
Christiansand, Norway	IDL	K*	1.13	.85	.20	W,F,Sa
"	UL	K	1.11	.84	.21	Su,W
C. del Carmen, Mexico	MIA	P*	.31	.16	.15	Dly
"	MSY	P*	.27	.15	.15	Dly
"	HOU	P*	.26	.19	.15	Dly
"	BRO	P*	.26	.16	.15	Dly
"	LAX	P*	.41	.32	.15	Dly
Ciudad Juarez, Chih., Mex.	MEX	L	.16	.14	...	Dly
Ciudad Trujillo, D.R.	LGA	P*	.25	.21	.05	Dly
"	MIA	P*	.15	.12	.05	Dly
"	MIA	K	.15	.12	.15	Th
"	IDL	BO	.25	.21	.05	Su,W,Sa
Ciudad Victoria, Mexico	DAL	B	.20	....	.10	Dly
"	FTW	B	.20	....	.10	Dly
"	SAT	B	.22	....	.10	Dly
"	LRD	B	.16	....	.10	Dly
Cochabamba, Bolivia	MIA	P*	1.13	.61	.15	M,W,F,Sa
"	MSY	P*	1.19	.68	.15	M,W,F,Sa
"	HOU	P*	1.23	.71	.15	Su,T,Th,F
"	BRO	P*	1.22	.71	.15	Su,T,Th,F
"	LAX	P*	1.35	.85	.15	Su,T,Th,F
Colombia. Any Destination other than those named herein	MIA	P	.65	.32	.15	Dly
"	MSY	P	.71	.39	.15	Dly
"	HOU	P	.74	.42	.15	Dly
"	BRO	P	.74	.42	.15	Dly
"	LAX	P	.88	.58	.20	Dly
Colombo, Ceylon	IDL	BO	2.14	1.61	.25	Dly
"	BOS	P	2.12	1.59	.25	.....
"	IDL	P	2.14	1.61	.25	.....
Concepcion, Bolivia	MIA	P*	1.16	.63	.30	M,F
"	MSY	P*	1.22	.70	.35	M,F
"	HOU	P*	1.25	.73	.35	Su,Th
"	BRO	P*	1.25	.73	.35	Su,Th
"	LAX	P*	1.39	.87	.25	Su,Th
Copenhagen, Denmark	IDL	SS	1.13	.85	.20	Su,T,W,Th
"	IDL	S	1.13	.85	.20	Su,T,Th
"	IDL	AF	1.13	.85	.20	Dly
"	BOS	AF	1.10	.83	.20	Dly
"	IDL	K*	1.13	.85	.20	Su,T,W,F,Sa
"	UL	K	1.11	.84	.21	Su,W
"	IDL	BO	1.13	.85	.20	Dly
"	MIA	BO	1.24	.93	...	Dly
"	BOS	P	1.10	.83	.20	.....
"	IDL	P	1.13	.85	.20	.....
Coquilhatville, Belgian Congo	IDL	S	1.99	1.43	.25	Su,T,Th
Cordoba, Argentina	MIA	P*	1.36	.76	.15	F
"	MSY	P*	1.42	.82	.15	F
"	HOU	P*	1.42	.82	.15	Th
"	BRO	P*	1.42	.82	.15	Th
"	LAX	P*	1.58	1.00	.15	Th
Costermansville, Belgian Congo	IDL	S	1.99	1.42	.25	Su,T,Th

Destination	Airport and Airline	RATES (See Note) Per kg (Lbs.)	Per 100 Lbs.	Per kg (Over 100 Lbs.)	Per 100 Lbs.	Depart
Cristobal,						
Canal Zone	MIA P*	.41	.21	.15		Dly
"	MSY P*	.47	.23	.15		Dly
"	HOU P*	.50	.31	.15		Dly
"	BRO P*	.50	.31	.15		Dly
"	LAX P*	.62	.45	.15		Dly
Cucuta, Colombia	MIA P*	.84	.28	.15		Su,W,F,Sa
"	LGA P*	.64	.37	.15		Su,Th
"	MSY P*	.60	.35	.15		Su,W,F,Sa
"	HOU P*	.62	.33	.15		T,Th,F,Sa
"	BRO P*	.62	.33	.15		T,Th,F,Sa
"	LAX P*	.77	.53	.15		T,Th,F,Sa
Curacao, N.W.I.	LGA P*	.40	.31	.20		Dly
"	MIA P*	.30	.22	.20		Dly
"	MIA K	.30	.22	.15		Dly
"	UL K	.60	.36	.17		M,F
Curityba, Brazil	LGA P*	1.68	1.68	.25		F
"	MIA P*	1.46	1.46	.25		F
"	MSY P*	1.60	1.60	.25		F
"	HOU P*	1.82	1.82	.25		Th
"	BRO P*	1.75	1.75	.25		Th
"	LAX P*	2.06	2.06	.25		Th
Dakar, Senegal.						
F. W. Africa	LGA P	1.39	.97	.25		M,Th
"	BOS P	1.36	.95	.25		Su
"	IDL AF	1.32	1.14	.25		Thrice Wkly
"	BOS AF	1.49	1.12	.25		.....
Damascus, Syria	LGA P	1.84	1.16	.25		.....
"	BOS P	1.81	1.14	.25		.....
"	IDL SW	1.43	1.10	.20		.....
"	IDL AF	1.55	1.17	.25		.....
"	BOS AF	1.83	1.15	.25		.....
"	IDL BO	1.54	1.16	.25		Su,M,T,Th,F
"	IDL SS	1.54	1.16	.25		Dly ex. M,F
"	IDL K	1.54	1.16	.25		Su,W
"	UL K	1.54	1.16	.25		Su,W
Dar-es-Salaam, Tanganyika	IDL BO	1.89	1.42	.25		Su,M,T,Th,F
"	IDL AF	1.89	1.42	.25		Su,T,F
"	BOS AF	1.86	1.40	.25		.....
Darwin, Australia	IDL BO	3.72	3.04	.25		Su,M,T,Th,F
David, Panama	MIA P*	.45	.22	.20		Dly
"	MSY P*	.45	.22	.20		Dly
"	HOU P*	.45	.22	.20		Dly
"	BRO P*	.45	.22	.20		Dly
"	LAX P*	.77	.59	.20		Dly
Delhi, India	IDL BO	2.05	1.54	.25		Su,M,T,Th,F
"	LGA P	2.05	1.54	.25		.....
"	BOS P	2.02	1.51	.25		.....
"	LAX P	3.09	2.32	.25		.....
"	SFO P	3.09	2.32	.25		.....
"	PDX P	3.09	2.32	.25		.....
"	SEC P	3.09	2.32	.25		.....
"	IDL K*	2.05	1.54	.25		Su,W,Th,F
"	UL K	2.07	1.56	.25		Su
Dharhan, Saudi Arabia	LGA TW	1.80	1.35	.25		Su,W,F
"	IDL P	1.80	1.35	.20		.....
"	BOS P	1.77	1.33	.20		.....
"	IDL K	1.80	1.35	.25		W
"	UL K	1.81	1.36	.25		W
Douala, Fr. W. Africa	IDL AF	1.73	1.30	.25		Weekly
"	BOS AF	1.70	1.28	.25		.....
Dublin, Eire	IDL BO	.94	.71	.20		Th
"	MIA BO	1.13	.84	...		Dly
"	UL K	1.04	.78	.21		Su
"	IDL K*	1.06	.80	.22		Su,Th
"	IDL P	1.06	.80	.20		.....
"	BOS P	1.03	.77	.20		.....
Durango, Dgo., Mex.	ELP L	.13	.11	.25		.....
Durban, So. Afr.	IDL BO	2.01	1.51	.25		Su,M,T,Th,F
Duesseldorf, Ger.	IDL SS	1.13	.85	.20		Su,T,W,Th
"	IDL S	1.10	.85	.20		Su,T,Th
"	IDL BO	1.10	.82	.20		Su,M,T,Th,F
"	MIA BO	1.14	.88	...		Dly
"	IDL K**	1.10	.82	.20		Th,F
"	UL K	1.08	.81	.21		W
"	IDL AF	1.10	.83	.20		.....
"	BOS AF	1.07	.81	.20		.....
"	BOS P	1.07	.81	.20		.....
"	IDL P	1.10	.83	.20		.....
East London, U. of S. Afrca.	IDL BO	2.10	1.58	.25		Dly
Edinburgh, Scotland	MIA BO	1.11	.84	...		Dly
Edmonton, Alberta, Canada	LGA T	.32	.31	.10		Dly
"	CTB W	.16	.....	.10		.....
Elizabethville, Belgian Congo	IDL S	1.89	1.42	.25		Su,T,Th
"	IDL P	1.89	1.42	.25		.....
"	IDL BO	1.89	1.42	.25		Twice Wkly
Esmeraldas, Ecuador	MIA P*	.67	.36	.10		T
"	MSY P*	.72	.43	.15		T
"	HOU P*	.76	.46	.15		M
"	BRO P*	.76	.46	.15		M
"	LAX P*	.89	.60	.20		M
Fairbanks, Alaska	SEA P	.40	.13	.15		Dly

Destination	Airport and Airline	RATES (See Note) Per kg (Lbs.)	Per 100 Lbs.	Per kg (Over 100 Lbs.)	Per 100 Lbs.	Depart
Florianopolis, Brazil	LGA P*	1.70	1.70	.25		Dly except Th
"	MIA P*	1.48	1.48	.25		Dly except Th
"	MSY P*	1.64	1.64	.25		Dly except Th
"	HOU P*	1.87	1.87	.25		Dly except W
"	BRO P*	1.79	1.79	.25		Dly except W
"	LAX P*	2.08	2.08	.25		Dly
Fort de France, Martinique	LGA P	.30	.22	.15		.....
Fort William Ontario, Can.	LGA T	.15	.142	.10		Dly
Fortaleza (Ceara), Brazil	LGA P*	1.39	1.39	.25		Dly except F
"	MIA P*	1.23	1.23	.22		Dly except F
"	MSY P*	1.44	1.44	.25		Dly except F
"	HOU P*	1.59	1.59	.25		Dly except Th
"	BRO P*	1.51	1.51	.25		Dly except Th
"	LAX P*	1.72	1.72	.25		Dly except Th
Frankfurt-on-Main, Germany	BOS P	1.10	.82	.20		Four Wkly
"	IDL P	1.13	.85	.20		.....
"	IDL K*	1.13	.85	.20		T,W,F,Sa
"	UL K	1.11	.84	.21		Sa
"	IDL SW	.97	.78	.20		.....
"	IDL BO	1.13	.85	.20		Dly
"	MIA BO	1.17	.83	...		Dly
"	IDL SS	1.13	.85	.20		Su,T,W,Th
"	IDL S	1.13	.85	.20		Su,T,Th
"	LGA TW	1.13	.85	.20		M,W,Th,Sa
"	BOS TW	1.10	.83	.20		Th
"	PHL TW	1.14	.86	.20		W
"	IDL SR	1.13	.85	.20		Su,Th
"	IDL AF	1.13	.85	.20		.....
"	BOS AF	1.10	.83	.20		.....
Freetown, Sierra Leone	IDL AF	1.68	1.26	.25		.....
"	BOS AF	1.65	1.24	.25		.....
Fresnillo, Zac., Mex.	MEX L	.08	.05	...		Dly
Gander, N.F.	LGA P	.19	.18	.15		Four Wkly
"	BOS P	.16	.15	.15		Four Wkly
"	BOS TW	.16	.14	.05		F
"	LGA TW	.19	.15	.05		Su,Th,F,Sa
"	LGA T	.15	1.42	.10		Dly
"	BOS T	.15	.1465	.10		Dly
"	IDL BO	.33	.29	.15		Dly
"	IDL SR	.38	.29	...		Su,Th
Geneva, Switzerland	IDL S	1.13	.85	.20		Su,T,Th
"	IDL SW	.99	.79	.20		.....
"	IDL BO	1.13	.85	.20		Dly
"	MIA BO	1.18	.89	...		Dly
"	IDL SS	1.13	.85	.20		Su,T,W,Th
"	IDL AF	1.13	.84	.20		Dly
"	BOS AF	1.00	.82	.20		Dly
"	IDL K*	1.13	.85	.20		T,W,F
"	UL K	1.11	.84	.21		W
"	LGA TW	1.13	.85	.20		Dly ex. T
"	PHL TW	1.14	.83	.20		Dly ex. T
"	BOS TW	1.10	.83	.20		Dly ex. T
"	YIP TW	1.14	.86	.20		Dly ex. T
"	CHI TW	1.17	.89	.20		Dly ex. T
"	IDL SR	1.13	.85	.20		Su,Th
"	BOS P	1.10	.82	.20		.....
"	IDL P	1.13	.85	.20		.....
Georgetown, British Guiana	LGA P*	.50	.35	.15		M,Th
"	MIA P*	.43	.29	.15		M,Th
"	MSY P*	.50	.36	.15		M,Th
"	HOU P*	.49	.29	.15		Su,W
"	BRO P*	.49	.29	.15		Su,W
"	LAX P*	.73	.53	.15		Su,W
"	MIA K	.40	.29	.15		Sa
Gibraltar, Gibraltar	IDL BO	1.19	.89	.25		Dly
Glasgow, Scotland	IDL BO	.94	.71	.20		Su,T,Sa
"	MIA BO	1.04	.78	...		Dly
"	IDL SS	.94	.71	.20		Dly except Sa
"	IDL AF	1.11	.84	.20		.....
"	BOS AF	1.08	.82	.20		.....
"	IDL K*	.94	.71	.20		T,W,F,Sa
"	UL T	.91c	.89c	.21		**Su,Th,Sa
"	IDL P	.94	.71	.20		.....
"	BOS P	.91	.68	.20		.....
Gothenburg, Sweden	IDL SS	1.13	.85	.20		Su,T,W,Th
"	IDL AF	1.13	.85	.20		.....
"	BOS AF	1.10	.83	.20		.....
Guadalajara, Mex.	HOU P*	.22	.17	.15		Dly
"	BRO P*	.21	.13	.15		Dly
"	LAX P*	.30	.25	.15		Dly
Guam	LAX P	2.00	1.51	.25		T,Th,Sa
"	SFO P	2.00	1.51	.25		T,Th,Sa
"	PDX P	2.00	1.51	.25		Sa
"	SEC P	2.00	1.51	.25		Sa
Guantanamo, Cuba	MIA P*	.18	.12	.06		Twice Dly
Guatemala City, Guatemala	MIA P*	.39	.19	.15		Dly
"	MSY P*	.34	.18	.15		Dly
"	HOU P*	.33	.22	.15		Twice Dly
"	BRO P*	.31	.19	.15		Dly
"	LAX P*	.47	.34	.15		Dly
"	MSY TA	.34	.18	...		Dly
"	MEX TA	.17	.13	...		M,T,W,Th,F
Guayaquil, Ecuador	MIA P*	.85	.35	.15		11 Wkly
"	MSY P*	.71	.42	.15		Dly except Sa
"	HOU P*	.74	.45	.15		Dly except F
"	BRO P*	.74	.45	.15		Dly except F
"	CRP P*	.74	.45	.15		Dly except F
"	LAX P*	.87	.60	.20		Dly
"	BRO B	.75	.46	.15		Su,M,W,Sa
"	CHI B*	.77	.47	.20		Su,M,W,Sa

Destination	Airport and Airline	RATES (See Note) Per kg (Lbs.)	Per 100 Lbs.	Per kg (Over 100 Lbs.)	Per 100 Lbs.	Depart
Guayaquil, Cont'd.	CRP B*	.74	.45	.15		Su,M,W,Sa
"	DAL B*	.77	.47	.20		Su,M,W,Sa
"	YIP B	.77	.47	.20		Su,M,W,Sa
"	FTW B*	.77	.47	.20		Su,M,W,Sa
"	HOU B*	.74	.45	.15		Su,M,W,Sa
"	IND B	.76	.46	.15		Su,M,W,Sa
"	LRD B	.75	.45	.15		Su,M,W,Sa
"	MSY B*	.71	.42	.16		Su,M,W,Sa
"	SAT B*	.74	.45	.15		Su,M,W,Sa
"	HAV B*	.60	.34	.15		Su,M,W,Sa
Haifa, Israel	IDL S*	1.54	1.16	.25		T,Th,Sa
"	IDL BO	1.55	1.17	.25		Dly
Halifax, N. S.	BOS T	2.04	.0755	.10		Dly
Hamburg, Germany	IDL S	1.12	.84	.20		T,W,Th,Sa
"	IDL BO	1.13	.85	.20		Dly
"	MIA BO	1.18	.89	...		Dly
"	IDL SS	1.13	.85	.20		Su,T,W,Th
"	IDL K*	1.13	.85	.20		Su,T,W,F
"	UL K	1.11	.84	.21		W
"	BOS P	1.10	.83	.20		.....
"	IDL P	1.13	.85	.20		.....
"	IDL AF	1.13	.85	.20		.....
"	BOS AF	1.10	.83	.20		.....
Hamilton, Bermuda	LGA P	.25	.19	.15		Dly
"	BOS P	.25	.15	.10		Sa
"	UL T	.30C	.20C	.06**W,F,Sa		
"	YTO T	.30C	.20C	.06**W,F,Sa		
"	LGA C	.20	.10	.11		Dly
Hargeisa, Br. Somaliland	IDL BO	1.87	1.41	.25		Dly
Havana, Cuba	MIA P*	.08	.05	.06		Several Dly
"	LGA P	.18	.14	.06		.....
"	CHI CS	.20	.18	.15		Dly
"	YIP CS	.20	.18	.15		Dly
"	HOU CS	.18	.15	.15		Dly
"	MSY CS	.18	.11	.15		Dly
"	STL CS	.19	.17	.15		Dly
"	IND CS	.19	.17	.15		Dly
"	BUJ CS	.18	.16	.15		Dly
"	ELD CS	.19	.17	.15		Dly
"	EVV CS	.18	.16	.15		Dly
"	FWA CS	.20	.18	.15		Dly
"	GRW CS	.17	.15	.15		Dly
"	HOT CS	.22	.20	.15		Dly
"	JAN CS	.17	.15	.15		Dly
"	KIN CS	.17	.10	.15		Dly
"	LIT CS	.20	.18	.15		Dly
"	MEM CS	.17	.15	.15		Dly
"	PUE CS	.19	.15	.15		Dly
"	SHV CS	.19	.17	.15		Dly
"	HUF CS	.20	.18	.15		Dly
"	TOL CS	.20	.18	.15		Dly
"	MKC CS	.21	.18	.15		Dly
"	SPG CS	.20	.18	.15		Dly
"	MIA K	.06	.04	.06		M,Th,Sa
"	IDL LV	.19	.17	.10		Su,W,F
"	MIA EA*	.08	.05	.15		Dly
"	LGA EA1m*	.12½	.09	.15		Dly
"	MSY Nd/	.14	.11	.10		Dly
"	MIA Nd/	.08	.06	.10		Dly
"	TPA Nd/	.09	.07	.10		Dly
"	DCA Nd/	.13	.13	.10		Dly
"	IDL Nd/	.18	.14	.10		Dly
"	BAL Nd/	.17	.13	.10		Dly
"	CHS Nd/	.13	.09	.10		Dly
"	JAX Nd/	.11	.08	.10		Dly
"	MOB Nd/	.13	.10	.10		Dly
"	ORF Nd/	.15	.13	.10		Dly
"	SAV Nd/	.13	.09	.10		Dly
"	EWR Nd/	.15	.14	.10		Dly
"	PHL Nd/	.17	.13	.10		Dly
"	BRO B	.21	.18	.05		Su,M,W,Sa
"	CHI B*	.28	.22	.05		Su,M,W,Sa
"	CRP B*	.20	.17	.05		Su,M,W,Sa
"	DAL B*	.19	.16	.05		Su,M,W,Sa
"	FTW B*	.19	.16	.05		Su,M,W,Sa
"	HOU B*	.18	.15	.05		Su,M,W,Sa
"	LRD B	.22	.19	.05		Su,M,W,Sa
"	SAT B*	.20	.17	.05		Su,M,W,Sa
"	MIA BO	.15	.11	...		Dly
"	IDL AL	.16	.14	...		F
"	IDL BO	.18	.14	.05		Su,W,Sa
Helsinki, Finland	IDL SS	1.24	.93	.25		Dly except Sa
"	BOS P	1.21	.91	.20		.....
"	IDL P	1.24	.93	.20		.....
"	IDL AF	1.24	.93	.20		.....
"	BOS AF	1.21	.91	.20		.....
"	IDL K	1.24	.91	.25		Dly
"	UL K	1.23	.92	.31		Su,W
Hermosillo, Mexico	LAX P*	.18	.09	.15		Dly
Holguin, Cuba	MIA P*	.18	.90	.06		Dly
Hong Kong, Br. Crn. Col.	LGA P	2.36	1.77	.25		T
"	BOS P	2.36	1.77	.25		Su,T,W,F
"	PDX P	2.36	1.77	.25		Sa
"	SEA P	2.36	1.77	.25		Sa
"	LAX P	2.36	1.77	.25		M,T,Th,F,Sa
"	SFO P	2.36	1.77	.25		M,T,Th,F,Sa
"	SFO PH	2.36	1.77	.36		W,Sa
"	OAK PH	2.36	1.77	.25		W,Sa
"	HNL PH	2.36	1.77	.15		W,Sa
"	LGA PH	2.36	1.77	.25		T,F
"	BOS PH	2.36	1.77	.15		T,F
"	DEN PH	2.36	1.77	.15		T,F
"	SLC PH	2.36	1.77	.15		T,F
"	MKE PH	2.36	1.77	.15		T,F
"	DCA PH	2.36	1.77	.15		T,F
"	IDL BO	2.39	1.79	.25		Dly
"	IDL AF	2.39	1.79	.25		.....
"	BOS AF	2.36	1.77	.25		.....
"	IDL SS	2.39	1.79	.25		Su,T,W,Th
"	OAK TR	2.36	1.77	.25		.....

Destination	Airport and Airline	RATES (See Note) Per 100 Lbs. (Un-der 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per $100 Value	Depart
Honolulu, T. H.....	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Two Dly
"	PDX P	.71	.57	.15	Th,Sa
"	SEA P	.71	.57	.15	Th,Sa
"	SFO U	.71	.57	.10	Dly
"	LAX U	.71	.57	.10	Dly
"	CHI NW	.89	.71	.15	Thrice Wkly
"	CLE NW	.90	.72	.15	Thrice Wkly
"	YIP NW	.89	.73	.15	Thrice Wkly
"	MKE NW	.88	.71	.15	Thrice Wkly
"	MPS NW	.84	.68	.15	Thrice Wkly
"	LGA NW	.94	.76	.15	Thrice Wkly
"	FIT NW	.91	.74	.15	Thrice Wkly
"	SEA NW	.71	.57	.15	Thrice Wkly
"	GEG NW	.74	.60	.15	Thrice Wkly
"	DCA NW	.93	.75	.15	Thrice Wkly
"	CHI A*‡	.88	.71	.20	Dly
"	CLE A*‡	.90	.73	.20	Dly
"	YIP A*‡	.89	.73	.20	Dly
"	IDL A*‡	.94	.76	.20	Dly
"	VR BC	.74	.60	.15	M, Alt. Th&F
Iguassu Falls, Brazil	LGA P*	1.75	1.75	.35	Su
"	MIA P	1.51	1.51	.35	Su
"	MSY P	1.69	1.69	.35	Su
"	HOU P	1.92	1.92	.35	Su
"	BRO P	1.84	1.84	.35	Su
"	LAX P	2.14	2.14	.35	Th
Innsbruck, Austria..	IDL K	1.21	.91	.20	.....
"	UL K	1.20	.90	.21	.....
Inverness, Scotland.	MIA BO	1.15	.87	...	Sa,T,Su
Ipiales, Colombia ..	MIA P*	.68	.32	.15	Dly
"	LGA P*	.75	.41	.15	Su,Th
"	MSY P*	.71	.39	.15	Dly
"	HOU P*	.74	.42	.15	Dly
"	BRO P*	.74	.42	.15	Dly
"	LAX P*	.67	.36	.20	Dly
Irumo, Belgian Congo.....	IDL S	1.89	1.42	.30	Su,T,Th
Istanbul, Turkey....	IDL K	1.54	1.16	.25	Th
"	UL K	1.54	1.16	.25	W
"	BOS P	1.51	1.13	.25	.....
"	IDL P	1.54	1.16	.25	.....
"	IDL LI	1.53	1.15	.25	.....
"	BOS AF	1.51	1.11	.25	.....
"	IDL AF	1.54	1.13	.25	.....
"	IDL SS	1.54	1.16	.25	Su,T,W,Th
"	IDL BO	1.54	1.16	.25	Dly
"	MIA BO	1.51	1.14	.25	Dly
"	IDL SR	1.53	1.15	.25	Su,Th
Iztapa, Mexico....	MIA P*	.51	.25	.15	Dly
"	MSY P*	.48	.24	.15	Dly
"	HOU P*	.24	.18	.15	Dly
"	BRO P*	.22	.13	.15	Dly
"	LAX P*	.38	.29	.15	Dly
Jakarta, Java.....	IDL BO	2.41	1.81	.35	T,W,Th,F
"	IDL K	2.41	1.81	.35	Dly except Sa
"	UL K	2.44	1.84	.36	Su,W
Jeddah, Saudi Arabia....	IDL BO	1.71	1.28	.25	Dly
Jerusalem, Israel (*See Lydda, Israel*)					
Jibuti, Fr. Somaliland.....	IDL BO	1.81	1.36	.25	Dly
"	IDL AF	1.81	1.36	.25	.....
"	IDL AF	1.79	1.34	.25	.....
Joao Pessoa (Cabedello).....	LGA P	1.47	....	.25	Su,Th,Sa
"	MIA P	1.23	....	.25	Su,Th,Sa
"	MSY P	1.49	....	.25	Su,Th,Sa
"	HOU P	1.62	....	.25	W,F,Sa
"	BRO P	1.65	....	.25	W,F,Sa
"	NLD P	1.86	....	.25	W,F,Sa
"	LAX P	1.82	....	.25	W,F,Sa
Johannesburg, U. of So. Africa..	IDL K	1.89	1.42	.25	T,F
"	UL K	1.91	1.43	.26	Su,W
"	LGA P	1.89	1.42	.25	.....
"	BOS P	1.85	1.40	.25	.....
"	IDL BO	1.89	1.42	.25	Dly
"	IDL S	1.89	1.43	.25	Su,T,Th
Jos, Nigeria.....	IDL BO	1.54	1.16	.25	Dly
Juba, Anglo-Egyptian Sudan..	IDL S*	1.89	1.42	.25	Su,T,Th
Juneau, Alaska.....	SEA P	.30	.13	.15	Dly
Kabalo, Belgian Congo.....	IDL S*	1.89	1.42	.25	Su,T,Th
Kaduna, Nigeria....	IDL BO	1.54	1.16	.25	Dly
Kamaran Isl., Eritrea.....	IDL BO	1.81	1.36	.25	Su,M,T,Th,F
Kampala, Uganda..	IDL BO	1.89	1.43	.25	Su,M,T,Th,F
Kano, Nigeria, B.W.A.....	IDL BO	1.54	1.16	.25	Dly
"	IDL AF	1.54	1.16	.26	Thrice Wkly
"	BOS AF	1.51	1.14	.25	Thrice Wkly
"	IDL K	1.54	1.16	.25	T,F
"	UL K	1.54	1.16	.26	Su,W
Karachi, Pakistan..	LGA P	1.96	1.47	.25	.....
"	BOS P	1.93	1.46	.25	.....
"	LAX P	2.19	1.65	.25	.....
"	SFO P	2.20	1.66	.25	.....
"	IDL SS	1.96	1.47	.25	Su,T,W,Th
"	IDL K	1.96	1.48	.25	Dly except Sa
"	UL K	1.96	1.49	.26	Su, W
"	IDL BO	1.96	1.47	.25	Dly
"	IDL AF	1.96	1.47	.25	.....
"	BOS AF	1.93	1.45	.25	.....
Ketchikan, Alaska..	SEA P	.32	.09	.14	Dly

Destination	Airport and Airline	RATES (See Note) Per 100 Lbs. (Un-der 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per $100 Val.	Depart
Kartoum, Anglo-Egypt, Sudan....	IDL BO	1.78	1.34	.25	Dly
"	IDL AF	1.78	1.34	.25	Thrice Wkly
"	BOS AF	1.75	1.32	.25	.....
Kimberley, So. Afr..	IDL BO	2.00	1.50	.25	Dly
Kindu, Belg. Congo.	IDL S	1.89	1.42	.25	Su,T,Th
Kingston, Jamaica	MIA P*	.20	.10	.05	Two Dly
"	MIA K	.15	.10	.15	Su,M,T,Th,Sa
"	BUJ CS	.35	.20	.15	Dly
"	CHI CS	.33	.22	.15	Dly
"	YIP CS	.33	.22	.15	Dly
"	ELD CS	.31	.21	.15	Dly
"	EVV CS	.30	.20	.15	Dly
"	FWA CS	.33	.22	.15	Dly
"	GRW CS	.30	.19	.15	Dly
"	HOT CS	.33	.22	.15	Dly
"	HAV CS	.17	.10	.15	Dly
"	HOU CS	.30	.20	.15	Dly
"	IND CS	.31	.21	.15	Dly
"	JAN CS	.29	.19	.15	Dly
"	LIT CS	.31	.21	.15	Dly
"	MEM CS	.29	.19	.15	Dly
"	MSY CS	.27	.17	.15	Dly
"	PUK CS	.30	.20	.15	Dly
"	STL CS	.31	.21	.15	Dly
"	SHV CS	.31	.21	.15	Dly
"	HUF CS	.32	.22	.15	Dly
"	TOL CS	.32	.22	.15	Dly
"	MKC CS	.33	.22	.16	Dly
"	SGF CS	.33	.22	.15	Dly
"	MIA BO	.16	.08	.05	Dly
"	UL T	.25C	.24C	.06**	M,W,Th
"	YTO T	.23C	.22C	.06**	M,W,Th
"	IDL BO	.23	.18	.05	Su,W,Sa
Kristiansand, Norway.....	IDL SS	1.13	.85	.20	Dly except Sa
"	IDL K	1.13	.85	.20	Dly except Th
"	UL K	1.11	.84	.21	Su, W
Kuwait, Kuweit....	IDL BO	1.76	1.32	.25	Dly
La Ceiba, Honduras.....	MSY TA	.42	.25	...	M,W,F
"	MEX TA	.36	.19	...	T,Th,Sa
Lagos, Nigeria.....	IDL BO	1.54	1.16	.25	Dly
"	IDL AF	1.54	1.16	.25	Twice Wkly
"	BOS AF	1.51	1.14	.25	.....
La Guaira, Venezuela.....	LGA P*	.50	.32	.20	Dly
"	MIA P	.48	.32	.20	Dly
"	MSY P*	.48	.32	.20	Dly
"	HOU P*	.48	.32	.20	Dly
"	BRO P*	.48	.32	.20	Dly
"	LAX P*	.62	.47	.20	Dly
"	MIA K	.40	.23	.15	Dly
"	IDL LV	.50	.32	.10	Dly except M
"	BUJ CS	.50	.33	.15	Dly
"	CHI CS	.53	.35	.15	Dly
"	YIP CS	.53	.35	.15	Dly
"	ELD CS	.51	.34	.15	Dly
"	EVV CS	.50	.33	.15	Dly
"	FWA CS	.52	.35	.15	Dly
"	GRW CS	.49	.32	.15	Dly
"	HOT CS	.53	.35	.15	Dly
"	HOU CS	.48	.32	.15	Dly
"	IND CS	.51	.34	.15	Dly
"	JAN CS	.49	.32	.15	Dly
"	LIT CS	.51	.34	.15	Dly
"	MEM CS	.49	.32	.15	Dly
"	MSY CS	.45	.30	.15	Dly
"	PUK CS	.50	.33	.15	Dly
"	STL CS	.51	.34	.15	Dly
"	SHV CS	.51	.34	.15	Dly
"	HUF CS	.52	.35	.15	Dly
"	TOL CS	.52	.35	.15	Dly
"	MKC CS	.53	.35	.15	Dly
"	SGF CS	.53	.35	.15	Dly
"	HAV CS	.40	.23	.15	Dly
"	KIN CS	.34	.17	.15	Dly
La Paz, Bolivia.....	MIA P*	1.07	.68	.20	Dly except T
"	MSY P*	1.13	.65	.20	Dly except T
"	HOU P*	1.16	.68	.20	Dly except M
"	BRO P*	1.16	.68	.20	Dly except M
"	LAX P*	1.26	.82	.20	Dly except M
"	CHI B*	1.19	.70	.30	W,Sa
"	DAL B*	1.19	.70	.30	W,Sa
"	HOU B*	1.16	.68	.30	W,Sa
"	BRO B	1.17	.69	.30	W,Sa
"	CRP B*	1.16	.68	.30	W,Sa
"	YIP B	1.19	.70	.30	W,Sa
"	PTW B*	1.19	.70	.30	W,Sa
"	HAV B*	1.02	.67	.30	W,Sa
"	IND B	1.18	.69	.30	W,Sa
"	LRD B	1.17	.69	.30	W,Sa
"	MSY B*	1.13	.65	.30	W,Sa
"	SAT B*	1.17	.68	.30	W,Sa
"	YIP U*	1.19	.70	.30	Sa,F
Leopoldville, Belgian Congo...	LGA P	1.73	1.30	.35	M,Th
"	BOS P	1.70	1.28	.35	Su
"	IDL S	1.73	1.30	.35	Su,T,Th
Lethbridge, Alb., Canada....	LGA T	.32	.21	.10	Dly
"	CTB W	.04	....	.10	Dly
Libenge, Belgian Congo.....	IDL S	1.89	1.42	.25	Su,T,Th
Lima, Peru.....	MIA P*	.67	.46	.20	Dly
"	MSY P*	.62	.43	.20	Dly
"	HOU P*	.60	.38	.20	Dly
"	BRO P*	.60	.38	.20	Dly
"	LAX P*	1.05	.75	.20	Dly
"	HOU B*	.96	.86	.30	Su,M,W,F,Sa
"	IND B	.96	.67	.30	Su,M,W,F,Sa

Destination	Airport and Airline	RATES (See Note) Per 100 Lbs. (Un-der 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per $100 Value	Depart
Lima, Peru, Cont'd	LRD B	.97	.67	.15	Su,M,W,F,Sa
"	MSY B*	.93	.63	.15	Su,M,W,F,Sa
"	SAT B*	.93	.58	.15	Su,M,W,F,Sa
"	BRO B	.97	.67	.15	Su,M,W,F,Sa
"	CHI B*	.99	.58	.15	Su,M,W,F,Sa
"	CRP B*	.96	.56	.15	Su,M,W,F,Sa
"	DAL B*	.99	.58	.15	Su,M,W,F,Sa
"	PTW B*	.99	.58	.15	Su,M,W,F,Sa
"	HAV B*	.82	.45	.15	Su,M,W,F,Sa
"	MIA BO	.74	.66	...	Dly
"	IDL BO	.87	.55	.20	W,Sa
Limala, Belgian Congo.....	IDL S	1.89	1.42	.25	Su,T,Th
Lisbon, Portugal....	LGA P	1.02	.77	.20	Su,M,F
"	BOS P	.99	.74	.20	Su,M,F
"	IDL S	1.11	.83	.20	T,Th,Su
"	IDL BO	1.02	.77	.20	Dly
"	MIA BO	1.04	.78	...	Dly
"	IDL AF	1.12	.84	.20	Twice Wkly
"	BOS AF	1.09	.82	.20	.....
"	LGA TW	1.02	.77	.30	M,W,F
"	BOS TW	.99	.74	.30	W,F
"	YIP TW	1.03	.78	.30	M,W,F
"	CRI TW	1.04	.81	.30	M,W,F
"	IDL K*	1.21	.91	.20	W,Sa
"	UL K	1.19	.90	.21	W
Liverpool, England.	IDL K	.97	.73	.30	T
"	IDL BO	.97	.73	.30	Dly
"	MIA BO	1.00	.82	...	Dly
Loanda, Belgian Congo.....	IDL S	1.86	.142	.25	Su,T,Th
London, England....	LGA P	1.00	.75	.20	Dly
"	BOS P	.97	.73	.20	Dly
"	LGA TW	1.00	.75	.20	Dly except Sa
"	BOS TW	.97	.73	.20	M,Th
"	CHI TW	1.05	.80	.20	Dly except Sa
"	YIP TW	1.02	.77	.20	Dly except Sa
"	PHL TW	1.01	.76	.20	W
"	IDL S	1.06	.80	.30	T,Th,Su
"	IDL SW	.87	.70	.20	.....
"	IDL BO	1.00	.75	.20	Dly
"	MIA BO	.83	.62	...	Dly
"	IDL SS	1.00	.75	.20	Dly except Sa
"	IDL AF	1.06	.80	.20	Dly
"	BOS AF	1.03	.78	.20	Dly
"	IDL K*	1.06	.80	.20	Dly
"	UL K	1.04	.78	.21	Su,W
"	UL T	1.04C	.78C	.22**	Su,T,W,Th,Sa
London, Ont., Canada....	LGA T	.04	.0365	.10	Dly
Lulea, Sweden.....	IDL SS	1.24	.93	.20	Dly except Sa
Luxemburg, Belgian Congo.....	IDL S	1.89	1.42	.25	Su,T,Th
Lusaka, Northern Rhodesia.....	IDL BO	1.89	1.42	.25	Su,M,T,Th,F
Lydda, Israel..	IDL SS	1.54	1.16	.25	Su,T,W,Th
"	IDL EL	1.56	1.17	...	.....
"	CHI TW	1.50	1.21	.25	M,Sa
"	YIP TW	1.56	1.17	.25	M,Sa
"	BOS TW	1.54	1.16	.25	M
"	PHL TW	1.55	1.17	.25	M,Sa
"	IDL LI	1.55	1.17	.25	Sa,W
"	LGA TW	1.54	1.16	.25	M,Sa
"	IDL AF	1.54	1.16	.25	.....
"	BOS AF	1.51	1.14	.25	.....
"	IDL K	1.54	1.16	.25	Su,T
"	UL K	1.54	1.16	.26	Sa
"	IDL S*	1.54	1.16	.25	Su,T,Th
"	IDL BO	1.54	1.16	.25	Dly
"	IDL SR	1.53	1.17	.25	Su,W,F
Lyon, France.....	IDL AF	1.10	.82	.20	Dly
"	BOS AF	1.07	.81	.20	.....
Maceio Brasil.....	LGA P*	1.52	1.52	.25	M,W,Sa
"	MIA P*	1.26	1.26	.25	M,W,Sa
"	MSY P*	1.51	1.51	.25	M,W,Sa
"	HOU P*	1.44	1.44	.25	Sa,T,F
"	BRO P*	1.50	1.50	.25	Sa,T,F
"	LAX P*	1.86	...	.25	Sa,T,F
Madras, India.....	IDL BO	2.16	1.62	.35	Dly
Madrid, Spain.....	IDL BO	1.11	.83	.20	Dly
"	IDL AF	1.11	.83	.20	.....
"	BOS AF	1.08	.81	.20	.....
"	LGA TW	1.11	.84	.20	M,W,F
"	BOS TW	1.08	.82	.20	W,F
"	CHI TW	1.16	.88	.20	M,W,F
"	YIP TW	1.12	.85	.20	M,W,F
"	IDL K*	1.11	.83	.20	Su,W
"	UL K	1.09	.82	.21	W
"	IDL S	1.11	.83	...	Su,T,Th
Malmo, Sweden.....	IDL SS	1.15	.86	.20	Dly except Sa
Malta.....	IDL BO	1.30	.98	.25	Dly
Managua, Nicaragua.....	MIA P*	.50	.24	.15	Dly
"	MSY P*	.43	.23	.15	Dly
"	HOU P*	.41	.27	.15	Dly
"	BRO P*	.39	.24	.15	Dly
"	MSY TA	.43	.23	...	Dly except Sa
"	MEX TA	.35	.16	...	M thru Sa
Managua, Colombia	LAX P*	.55	.39	.15	Dly
"	LGA EA	.81	.44	.20	.....
"	MIA EA	.44‡	.33‡	.20	.....
"	HAV EA	.33‡	.29‡	.15	Dly
"	MIA P*	.50	.24	.15	Dly
"	MSY P*	.43	.23	.15	Dly
"	HOU P*	.41	.27	.15	Dly
"	BRO P*	.39	.24	.15	Dly
"	LAX P*	.55	.39	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Manaos, Brazil	LGA P*	1.44	1.44	.25	Dly except Su
"	MIA P*	1.24	1.24	.25	Dly except Su
"	MSY P*	1.48	1.48	.25	Dly except Su
"	HOU P*	1.62	1.62	.25	Dly except Sa
"	BRO P*	1.54	1.54	.25	Dly except Sa
"	LAX P*	1.79	1.79	.25	Dly except Sa
Manchester, England	IDL K*	1.06	.80	.20	Su,Th
"	UL K*	1.04	.78	.21	Su,W
"	IDL SS	1.01	.76	.20	Dly except Sa
"	IDL AF	1.11	.84	.20	.....
"	BOS AF	1.08	.82	.20	.....
"	IDL S	1.06	.80	.20	T,Th,Su
"	IDL BO	.97	.73	.20	Dly
Manila, Philippines	LAX P	2.36	1.77	.25	T,Sa
"	SFO P	2.36	1.77	.25	T,Sa
"	PDX P	2.36	1.77	.25	Sa
"	SEA P	2.36	1.77	.25	Sa
"	LGA P	2.36	1.77	.25	T
"	BOS P	2.42	.82	.25	T
"	SFO PH	2.36	1.77	.25	W,Sa
"	OAK PH	2.36	1.77	.25	W,Sa
"	CLE PA	2.43	1.82	.25	T,F
"	HNL PH	2.00	1.50	.15	W,Sa
"	LGA PH	2.36	1.77	.25	T,F
"	SOS PH	2.36	1.77	.25	T,F
"	DEN PH	2.36	1.77	.25	T,F
"	SLC PH	2.36	1.77	.25	T,F
"	CHI PH	2.36	1.77	.25	T,F
"	MKE PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
"	EDF NW	2.36	1.77	.25	Two Wkly
"	CHI NW	2.36	1.77	.25	Two Wkly
"	CLE NW	2.36	1.77	.25	Two Wkly
"	YIP NW	2.36	1.77	.25	Two Wkly
"	MKE NW	2.36	1.77	.25	Two Wkly
"	MPS NW	2.36	1.77	.25	Two Wkly
"	LGA NW	2.36	1.77	.25	Two Wkly
"	PIT NW	2.36	1.77	.25	Two Wkly
"	SEA NW	2.36	1.77	.25	Two Wkly
"	DCA NW	2.36	1.77	.25	Two Wkly
"	IDL AF	2.45	1.84	.25	.....
"	BOS AF	2.43	1.82	.25	.....
"	IDL BO	2.45	1.84	.20	.....
Maracaibo, Colombia	MIA P*	.54	.38	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	LAX P*	.76	.83	.15	Dly
Maracay, Belgian Congo	IDL S	1.99	1.42	.25	Su,T,Th
Manta, Ecuador	MIA P*	.65	.35	.15	M,T,W,Sa
"	MSY P*	.71	.42	.15	M,T,W,Sa
"	HOU P*	.74	.53	.15	Su,M,W,F
"	BRO P*	.74	.35	.15	Su,M,W,F
"	LAX P*	.87	.59	.20	Su,M,W,F
Manzanillo, Cuba	MIA P*	.14	.09	.05	Dly
Maracaibo, Venezuela	MIA P*	.40	.22	.15	Dly
"	LGA P*	.50	.31	.15	Dly
"	MSY P*	.45	.29	.15	Dly
"	HOU P*	.48	.32	.15	Dly
"	BRO P*	.48	.32	.15	Dly
"	LAX P*	.63	.46	.15	Dly
"	MIA K	.40	.22	.15	Dly
"	UL K	.50	.36	.22	M,F
Marseille, France	IDL AF	1.13	.85	.20	Dly
"	BOS AF	1.10	.83	.15	Dly
"	LGA P	1.14	.84	.20	.....
"	BOS P	1.12	.84	.20	.....
Matadi, Belgian Congo	IDL S	1.82	1.39	.25	Su,T,Th
Mauritius	IDL AF	2.45	1.85	.25	Weekly
"	BOS AF	2.43	1.83	.25	.....
Mayaguan, Cuba	MIA P*	.15	.09	.05	Dly
Mazatlan, Mexico	HOU P*	.25	.21	.15	Dly
"	BRO P*	.25	.17	.15	Dly
"	LAX P*	.32	.25	.15	Dly
"	ELP L	.16	.13	.25	Dly
Medan, Sumatra	IDL BO	2.41	1.81	.25	T,W,Th,F
"	IDL K	2.41	1.81	.25	Dly except Sa]
Medellin, Colombia	MIA P*	.51	.36	.15	Dly
"	LGA P*	.61	.35	.15	Su,Th
"	MSY P*	.57	.33	.15	Dly
"	HOU P*	.60	.36	.15	Dly
"	BRO P*	.60	.36	.15	Dly
"	LAX P*	.73	.80	.15	Dly
Merida, Mexico	MIA P*	.22	.13	.15	Dly
"	MSY P*	.22	.15	.15	Dly
"	HOU P*	.22	.22	.15	Dly
"	BRO P*	.30	.18	.15	Dly
"	LAX P*	.46	.33	.15	Dly
"	DAL B	.36	....	....	Dly
"	FTW B	.36	....	....	Dly
"	LRD B	.42	....	....	Dly
"	SAT B	.49	....	....	Dly
Mexicali, Mexico	LAX P*	.08	.05	.15	Dly
Mexico City, Mexico	MIA P*	.44	.22	.15	Dly
"	MSY P*	.38	.21	.15	Dly
"	HOU P*	.15	.12	.15	Dly
"	BRO P*	.14	.09	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Mexico City, Cont'd	LAX P*	.20	.25	.15	Dly
"	MSY TA	.61	.30	...	Dly
"	LGA A	.33	.25	.10	Dly
"	DCA A	.31	.24	.10	Dly
"	BUF A	.32	.25	.10	Dly
"	CLE A	.30	.23	.10	Dly
"	STL A	.26	.19	.10	Dly
"	DAL A	.20	.14	.10	Dly
"	LAX A	.30	.24	.10	Dly
"	ELP A	.23	.16	.10	Dly
"	SAT A	.15	.11	.10	Dly
"	ELP L	.20	.17	.25	Dly
Midway Island	LAX P	1.18	.88	.20	M,T,W,F
"	SFO P	1.18	.88	.20	M,T,W,F
"	PDX P	1.18	.88	.20	.....
"	SEA P	1.18	.88	.20	.....
Milan, Italy	IDL LI	1.21	.91	.25	Dly
"	IDL AF	1.22	.92	.20	.....
"	BOS AF	1.19	.90	.20	.....
"	IDL SW	1.08	.85	.20	.....
"	IDL S	1.22	.92	.20	Su,T,Th
"	LGA TR	1.00	.85	.15	.....
"	IDL SS	1.24	.93	.25	Su,T,W,Th
"	IDL BO	1.22	.92	.20	Dly
"	IDL K*	1.23	.92	.20	M,T,F
"	UL K*	1.20	.90	.21	Su,W
"	BOS TW	1.19	.89	.20	Sa
"	CHI TW	1.26	.96	.25	Dly exceptT,F
"	YIP TW	1.23	.93	.25	Dly exceptT,F
"	PHL TW	1.22	.92	.25	Dly exceptT,F
Minatitlan, Mexico	MIA P*	.27	.19	.15	Dly
"	MSY P*	.31	.17	.15	Dly
"	HOU P*	.23	.18	.15	Dly
"	BRO P*	.21	.13	.15	Dly
"	LAX P*	.37	.29	.15	Dly
Mogadiabu, Italian Somaliland	IDL BO	1.89	1.42	.25	Dly
Montego Bay, Jamaica	MIA P*	.18	.09	.05	T,Sa
"	MIA BO	.10	.08	...	Dly
Monteria Colombia	MIA P*	.51	.36	.15	Dly
"	LGA P*	.61	.35	.15	Su,Th
"	HOU P*	.60	.36	.15	Dly
"	BRO P*	.60	.36	.15	Dly
"	LAX P*	.74	.50	.15	Dly
Monterrey, Mexico	DAL A	.15	.09	.10	Dly
"	ELP A	.18	.09	.10	Dly
"	LAX A	.26	.17	.10	Dly
"	SAT A	.09	.05	.10	Dly
"	LGA A	.28	.20	.10	Dly
"	DCA A	.26	.18	.10	Dly
"	BUF A	.27	.18	.10	Dly
"	CLE A	.25	.17	.10	Dly
"	STL A	.21	.13	.10	Dly
"	NLD F	....	....	...	Dly
Montevideo, Uruguay	LGA P*	1.50	.88	.25	Dly
"	MIA P*	1.42	.80	.25	Dly
"	MSY P*	1.50	.87	.25	Dly
"	HOU P*	1.50	.87	.25	Dly
"	BRO P*	1.53	.90	.25	Dly
"	LAX P*	1.67	1.04	.25	Dly
Montreal, Que., Canada	LGA C	.66	....	...	Dly
"	LGA T	.09	.0668	.10	Dly
"	CHI T	.12	.1135	.10	Dly
"	CLE T	.09	.085	.10	Dly
"	CHI TA	3.80	.1135	.10	Dly
"	CLE TA	2.88	.085	.10	Dly
"	LGA NE*	2.39	....	.10	Dly
"	BOS NE*	1.89	....	.10	Dly
Monoro, Brazil	LGA P	1.41	....	.15	T,F
"	MIA P	1.34	....	.15	T,F
"	MSY P	1.48	....	.15	T,F
"	HOU P	1.41	....	.15	M,Th
"	BRO P	1.82	....	.15	M,Th
"	LAX P	1.75	....	.15	M,Th
"	NLD P	1.84	....	.15	M,Th
Mulhouse, France	IDL AF	1.13	.85	.20	.....
"	BOS AF	1.10	.83	.20	.....
Munich, Germany	LGA P	1.16	.87	.25	.....
"	BOS P	1.13	.85	.25	.....
"	IDL SS	1.16	.87	.20	Su,T,W,Sa
"	IDL S	1.16	.87	.20	Su,T,Th
"	IDL AF	1.16	.87	.20	.....
"	BOS AF	1.14	.85	.20	.....
"	IDL K*	1.16	.87	.20	T,Th,F
"	UL K	1.15	.86	.21	Su
"	IDL BO	1.16	.87	.20	Dly
"	MIA BO	1.23	.92	...	Dly
"	IDL SR	1.16	.87	.20	Su,Th
Nairobi, Kenya	IDL BO	1.89	1.42	.25	Dly
"	IDL AF	1.89	1.42	.25	.....
"	BOS AF	1.86	1.40	.25	.....
"	IDL S	1.89	1.42	.25	Su,Th
"	IDL SS	1.89	1.42	.25	Su,T,W,Th
Nandi, Fiji	SFO BC	1.60	1.20	.25	M,Th,F
"	HNL BC	.99	.75	.20	M,Th,F
"	VR BC	1.66	1.25	.25	M & Alt. Th,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Naples, Italy	IDL LI	1.29	.97	.25	Dly
"	IDL S	1.30	.97	.25	Su,T,Th
Nassau, Bahamas	MIA P*	.07	.04	.05	Dly
"	UL T	.23C	.21C	.06**	M,W,Sa
"	YTO T	.31C	.19C	.06**	M,W,Sa
"	IDL BO	.17	.14	.05	Su,W,Sa
Natal, Brazil	LGA P*	1.45	1.45	.25	Su,Th,Sa
"	MIA P*	1.25	1.25	.25	Su,Th,Sa
"	MSY P*	1.48	1.48	.25	Su,Th,Sa
"	HOU P*	1.62	1.62	.25	W,F,Sa
"	BRO P*	1.54	1.54	.20	W,F,Sa
"	LAX P*	1.80	1.80	.20	W,F,Sa
N'Dola, Rhodesia	IDL S	1.89	1.42	.25	Su,T,Th
"	IDL BO	1.89	1.43	.25	Dly
Nanney, Fr. W. Af.	IDL AF	2.28	1.70	.15	Weekly
"	BOS AF	2.23	1.67	.15	Weekly
Nice, France	IDL S	1.16	.87	.20	Su,T,Th
"	IDL SS	1.16	.88	.20	Su,T,W,Th,
"	IDL AF	1.16	.87	.20	Dly
"	BOS AF	1.13	.85	.20	Dly
"	LGA P	1.16	.87	.20	Su,F
"	BOS P	1.12	.84	.20	Su,F
"	IDL BO	1.16	.87	.20	Dly
"	IDL K*	1.16	.87	.20	Su,T,Sa
"	UL K	1.14	.86	.21	Sa
"	IDL SR	1.16	.87	.20	Su,Th
Nicosia, Cyprus	IDL BO	1.49	1.12	.25	Sa
Nogales, Son., Mex.	MEX L	.18	.15	...	Dly
Nome, Alaska	SEA P	.55	.23	.15	Su,W
Norrkoping, Sweden	IDL SS	1.17	.88	.20	Dly
North Bay, Ont., Canada	LGA T	.08	.0735	.10	Dly
Noumea, New Caledonia	LAX P	1.77	1.33	.25	Su,Th
"	SFO P	1.77	1.33	.25	M,Th
"	PDX P	1.77	1.33	.25	Th
"	SEA P	1.77	1.33	.25	Th
"	IDL AF	3.14	2.36	.25	.....
"	BOS AF	3.11	2.34	.25	.....
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	....	...	Dly
Nueva Ocotepeque, Hon.	MSY TA	.47	.35	...	M,W,F
"	MEX TA	.27	.21	...	T,Th,Sa
Nuremberg, Germany	IDL K*	1.16	.87	.20	F
"	UL K	1.15	.86	.21	Su
"	IDL S	1.16	.89	.20	Su,T,Th
"	IDL AF	1.16	.87	.20	.....
"	BOS AF	1.13	.85	.20	.....
Oaxaca, Mexico	MIA P*	.51	.25	.15	Dly
"	MSY P*	.43	.24	.15	Dly
"	HOU P*	.21	.16	.15	Dly
"	BRO P*	.19	.12	.15	Dly
"	LAX P*	.35	.28	.15	Dly
Okinawa	EDF NW	2.36	1.77	.25	Two Wkly
"	CHI NW	2.36	1.77	.25	Two Wkly
"	CLE NW	2.36	1.77	.25	Two Wkly
"	YIP NW	2.36	1.77	.25	Two Wkly
"	MKE NW	2.36	1.77	.25	Two Wkly
"	MPS NW	2.36	1.77	.25	Two Wkly
"	LGA NW	2.36	1.77	.25	Two Wkly
"	PIT NW	2.36	1.77	.25	Two Wkly
"	SEA NW	2.36	1.77	.25	Two Wkly
"	DCA NW	2.36	1.77	.25	Three Wkly
"	LAX P	2.36	1.77	.25	M,F
"	SFO P	2.36	1.77	.25	M,F
"	PDX P	2.36	1.77	.25	Th
"	SEA P	2.36	1.77	.25	Th
"	OAK TR	1.92	1.40	.12½	.....
"	SFO PH	2.36	1.77	.25	W,Sa
"	OAK PH	2.36	1.77	.25	W,Sa
"	LAX PH	2.36	1.77	.25	T,F
"	PDX PH	2.36	1.77	.25	T,F
"	SEA PH	2.36	1.77	.25	T,F
"	LGA PH	2.36	1.77	.25	T,F
"	BOS PH	2.36	1.77	.25	T,F
"	DEN PH	2.36	1.77	.25	T,F
"	SLC PH	2.36	1.77	.25	T,F
"	CLE PH	2.36	1.77	.25	T,F
"	YIP PH	2.36	1.77	.25	T,F
"	CHI PH	2.36	1.77	.25	T,F
"	MKE PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
Oran, Algeria	IDL AF	1.26	.95	.25	Six Wkly
"	BOS AF	1.23	.92	.25	.....
Oruro, Bolivia	MIA P*	1.10	.69	.20	Su,M,W,F,Sa
"	MSY P*	1.18	.66	.25	Su,M,W,F,Sa
"	HOU P*	1.19	.69	.20	Su,T,Th,F
"	BRO P*	1.19	.69	.20	Su,T,Th,F
"	LAX P*	1.32	.82	.25	Su,T,Th,F
Oslo, Norway	IDL SS	1.13	.85	.20	Dly except Sa
"	IDL S	1.13	.84	.20	Su,T,Th
"	IDL BO	1.13	.85	.20	Dly
"	MIA BO	1.24	.93	...	Dly
"	IDL AF	1.17	.88	.20	Six Wkly
"	BOS AF	1.14	.86	.20	.....
"	IDL K*	1.13	.85	.20	W,F,Sa
"	UL K	1.11	.84	.21	W
"	BOS P	1.10	.83	.20	.....
"	IDL P	1.13	.85	.20	.....

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Ottawa, Ont., Canada	LGA	C	.07	....	...	Dly
"	LGA	T	.07	.0646	.10	Dly
Palembang, N.E.I.	IDL	BO	2.40	1.80	.25	Dly
"	IDL	K	2.40	1.80	.25	T,W,Th,F
"	UL	K	2.44	1.83	.26	Su,W
Palermo, Italy	IDL	LI	1.34	.96	...	Dly
Panama City, Panama	MIA	P*	.20	.19	.15	Dly
"	MSY	P*	.45	.26	.15	Dly
"	HOU	P*	.48	.29	.15	Dly
"	BRO	P*	.48	.29	.15	Dly
"	LAX	P*	.61	.43	.15	Dly
"	HOU	B*	.48	.29	.15	Su,M,W,F,Sa
"	CHI	B*	.51	.31	.15	Su,M,W,F,Sa
"	CRP	B*	.48	.29	.15	Su,M,W,F,Sa
"	DAL	B*	.51	.31	.15	Su,M,W,F,Sa
"	YIP	B	.51	.31	.15	Su,M,W,F,Sa
"	MSY	B*	.45	.26	.15	Su,M,W,F,Sa
"	MSY	TA*	.64	.48	...	M,W,F
"	MEX	TA	.53	.28	...	T,Th,Sa
"	MIA	K	.54	.33	.15	Sa,F
"	UL	K	.60	.37	.17	F
"	MIA	BO	.38	.27	...	.....
"	IDL	BO	.45	.29	.15	W,Sa
Pantelleria, Italy	IDL	LI	1.36	.96	.35	M,W,F
Paramaribo, Surinam	LGA	P*	.64	.39	.15	M,Th
"	MIA	P*	.57	.33	.15	M,Th
"	MSY	P*	.64	.40	.15	M,Th
"	HOU	P*	.57	.43	.15	Sa,W
"	BRO	P*	.57	.43	.15	Sa,W
"	LAX	P*	.81	.57	.20	Sa,W
"	MIA	K	.57	.33	.15	Sa,W,Sa
"	UL	K	.78	.48	.17	F
Paris, France	IDL	S	1.06	.80	.20	Su,T,Th
"	IDL	SW	1.01	.74	.20	.....
"	IDL	BO	1.06	.80	.20	Dly
"	MIA	BO	1.11	.84	.24	.....
"	IDL	SS	1.06	.80	.20	Su,T,W,Th
"	IDL	AF	1.06	.80	.20	Dly
"	BOS	AF	1.03	.73	.20	.....
"	IDL	K*	1.06	.80	.20	Dly, ex. M,Th
"	UL	K	1.04	.78	.21	Su,W
"	LGA	TW	1.06	.80	.20	13 Wkly
"	BOS	TW	1.03	.73	.20	M,Sa
"	PHL	TW	1.07	.81	.20	Dly
"	YIP	TW	1.07	.81	.20	Dly
"	CHI	TW	1.11	.84	.20	Dly
"	IDL	P*	1.13	.85	.20	Dly
"	BOS	P*	1.03	.78	.20	Su,T,W,F
Parnahyba, Brasil	LGA	P*	.96	.45	.15	T,Th,Sa
"	MIA	P*	.89	.48	.15	T,Th,Sa
"	MSY	P*	.96	.65	.15	T,Th,Sa
"	HOU	P*	.99	.68	.15	M,W,F
"	BRO	P*	.99	.68	.15	M,W,F
"	LAX	P*	1.13	.73	.15	M,W,F
Parral, Chih., Mex.	MEX	L	.11	.09	...	Dly
Pereira, Colombia	MIA	P*	.54	.28	.15	Dly
"	LGA	P*	.64	.37	.15	Dly
"	MSY	P*	.60	.35	.15	Dly
"	HOU	P*	.63	.38	.15	Dly
"	BRO	P*	.63	.38	.15	Dly
"	LAX	P*	.78	.52	.15	Dly
Pisa, Italy	IDL	SW	1.08	.88	.20	.....
Pointe a Pitre, Guad.	LGA	P	.35	.25	.15	.....
Popayan, Colombia	MIA	P*	.61	.30	.15	Dly
"	LGA	P*	.71	.39	.15	Dly
"	MSY	P*	.67	.37	.15	Dly
"	HOU	P*	.70	.40	.15	Dly
"	BRO	P*	.70	.40	.15	Dly
"	LAX	P*	.83	.54	.20	Dly
Port au Prince, Haiti	MIA	P*	.15	.12	.15	Dly
"	LGA	P*	.25	.21	.15	Dly
"	MIA	K	.15	.12	.15	Th
Port Elizabeth, U. of S. Afr.	IDL	BO	2.00	1.57	.25	.....
Port of Spain, Trinidad	LGA	P*	.45	.30	.15	Dly
"	MIA	P*	.38	.34	.15	Dly
"	MSY	P*	.45	.31	.15	Dly
"	HOU	P*	.48	.34	.15	Dly
"	BRO	P*	.48	.34	.15	Dly
"	LAX	P*	.61	.43	.15	Dly
"	MIA	K	.40	.34	.15	M,W,F
"	UL	T	.62C	.38C	.16**	T,F
"	YTO	T	.62C	.38C	.16**	T,F
Port Sudan, Ang. Eg. Sudan	IDL	BO	1.71	1.29	.35	Dly
Porto Alegre, Brasil	LGA	P*	1.52	.89	.25	Dly
"	MIA	P*	1.43	.89	.25	Dly
"	MSY	P*	1.69	1.03	.25	Dly
"	HOU	P*	1.88	1.11	.25	Dly
"	BRO	P*	1.06	1.03	.25	Dly
"	LAX	P*	2.14	2.14	.25	Dly
Prague, Czechoslovakia	IDL	S	1.18	.89	.20	Su,T,Th
"	IDL	SW	1.05	.83	.20	.....
"	IDL	BO	1.18	.89	.20	Dly
"	MIA	BO	1.26	.94	...	Dly
"	IDL	SS	1.18	.89	.20	Su,T,W,Th
"	IDL	AF	1.18	.89	.20	Dly except W
"	BOS	AF	1.15	.87	.20	Dly except W
"	IDL	K*	1.18	.89	.20	W,F
"	UL	K	1.16	.87	.21	W
"	IDL	SR	1.18	.89	.20	Su,Th
Preston, Cuba	MIA	P*	.20	.10	.05	Dly

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Prestwick, Scotland	IDL	SS	.94	.71	.20	Dly except Sa
"	UL	T	.91C	.66C	.21**	Su,Th,Sa
"	IDL	K	.94	.71	.20	M,T,W,F,Sa
Pushia, Pushia	DAL	B	.41	....	.17	Dly
"	FTW	B	.41	....	.17	Dly
"	LRD	B	.37	....	.17	Dly
"	SAT	B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY	TA	.60	.47	...	M,W,F
"	MEX	TA	.45	.38	...	T,Th,Sa
Puerto Cortez, Hond.	MSY	TA	.42	.24	...	M,W,F
"	MEX	TA	.35	.18	...	T,Th,Sa
Puerto Suarez, Bolivia	MIA	P*	1.16	.83	.20	M,W,Sa
"	MSY	P*	1.22	.70	.25	M,W,Sa
"	BRO	P*	1.25	.73	.25	Sa,T,F
"	LAX	P*	1.39	.87	.25	Sa,T,F
"	HOU	P*	1.25	.73	.25	Sa,T,F
Quito, Ecuador	MIA	P*	.64	.34	.15	Dly except Sa
"	MSY	P*	.70	.41	.15	Dly except F
"	HOU	P*	.73	.44	.15	Dly except Th
"	BRO	P*	.73	.44	.15	Dly except Th
"	LAX	P*	.86	.58	.20	Dly except Th
Rangoon, Burma	IDL	BO	2.19	1.65	.25	Dly
Recife (Pernambuco) Brasil	LGA	P	1.48	1.48	.25	Dly except F
"	MIA	P	1.16	.75	.20	Dly except F
"	MSY	P	1.50	1.50	.25	Dly except F
"	HOU	P	1.64	1.64	.25	Dly except Th
"	BRO	P	1.56	1.56	.25	Dly except Th
"	LAX	P	1.84	1.84	.25	Dly except Th
Reggio Calabria, Italy	IDL	LI	1.34	.96	.25	Dly except Su
Regina, Sask., Canada	LGA	T	.26	.25	.10	Dly
Reunion Island	IDL	AF	2.43	1.83	.25	Weekly
"	BOS	AF	2.40	1.81	.25	Weekly
Reykjavik, Iceland	BOS	P	.25	.86	.20	.....
"	IDL	P	.78	.86	.20	.....
Rio de Janeiro, Brasil	LGA	P*	1.37	.84	.25	Dly
"	MIA	P*	1.26	.89	.25	Dly
"	MSY	P*	1.54	.91	.25	Dly
"	HOU	P*	1.68	.97	.25	Dly
"	BRO	P*	1.60	.92	.25	Dly
"	LAX	P*	1.94	1.94	.25	Dly
"	EWR	TC	1.25	.84	...	Frequently
"	DAL	B*	1.42	.86	.25	M,W,F
"	HOU	B	1.42	1.04	.25	M,W,F
"	BRO	B	1.67	.9	.25	M,W,F
"	CHI	B*	1.42	..	.25	M,W,F
"	CRP	B*	1.70	.9	.25	M,W,F
"	YIP	B*	1.42	.86	.25	M,W,F
"	FTW	B*	1.42	.86	.25	M,W,F
"	IND	P*	1.42	.86	.25	M,W,F
"	LRD	B	1.42	.86	.25	M,W,F
"	MSY	B	1.56	.96	.25	M,W,F
"	SAT	B*	1.42	.86	.25	M,W,F
"	HAV	B*	1.32	.82	.25	M,W,F
"	IDL	AL	1.42	.86	....	.....
"	YIP	U*	1.42	.86	.25	Su,Th
Roberts Field, Liberia	IDL	AF	1.80	1.35	.25	Thrice Wkly
"	BOS	AF	1.77	1.33	.25	Thrice Wkly
"	LGA	P	1.51	1.13	.25	M,Th
"	BOS	P	1.54	1.16	.25	Sa
Rotova, Bolivia	MIA	P*	1.16	.83	.20	M
"	MSY	P*	1.22	.70	.25	M
"	HOU	P*	1.25	.73	.25	Sa
"	BRO	P*	1.25	.73	.25	Sa
"	LAX	P*	1.39	.87	.25	Su
Roenne, Denmark	IDL	SS	1.17	.88	.20	Su,T,W,Th
Rome, Italy	IDL	S	1.27	.96	.23	Su,T,Th
"	IDL	LI	1.27	.96	.25	F
"	IDL	SW	1.13	.90	.20	.....
"	IDL	BO	1.27	.96	.25	Dly
"	MIA	BO	1.30	.98	...	Dly
"	IDL	SS	1.27	.96	.25	Su,T,W,Th,Sa
"	IDL	AF	1.27	.96	.25	Dly
"	BOS	AF	1.24	.94	.25	Dly
"	IDL	K*	1.27	.96	.25	Su,T,F
"	UL	K	1.29	.96	.21	Su
"	LGA	TW	1.27	.96	.25	15 Wkly
"	BOS	TW	1.24	.93	.25	M,W,F,Sa
"	PHL	TW	1.28	.97	.25	Dly
"	YIP	TW	1.28	.97	.25	Dly
"	CHI	TW	1.31	1.00	.25	Dly
"	IDL	SR	1.27	.96	.25	Su,Th
"	LGA	P	1.27	.96	.25	M,Th
"	BOS	P	1.24	.93	.25	M,Th
Saigon, Indo China	IDL	AF	2.33	1.74	.15	Twice Wkly
"	BOS	AF	2.29	1.72	.15	Twice Wkly
"	IDL	BO	2.32	1.74	.25	.....
St. Croix, Virg. Is.	LGA	P	.27	.21	.05	Th,Sa
"	MIA	P*	.20	.15	.05	Th,Sa
St. Johns, N. B.	BOS	T*	.06	.0555	.10	Dly
St. Johns, Antigua, B.W.I.	LGA	P*	.34	.24	.05	W,Th,Su
"	MIA	P*	.25	.18	.15	W,Th,Su
St. Johns, N. F.	BOS	T	.17	.1635	...	Dly
St. Louis, B.W.I.	LGA	P*	.40	.27	.05	Th,Su
"	MIA	P*	.33	.21	.05	Th,Su
St. Thomas, Virgin Is. (U. S.)	LGA	P*	.26	.21	.15	Th,Su
"	MIA	P	.19	.15	.15	Th,Su
Salisbury, So. Rhod.	IDL	BO	1.80	1.42	.25	Dly
Salta, Argentina	MIA	P*	1.34	.68	.25	Sa
"	MSY	P*	1.30	.75	.25	F
"	HOU	P*	1.33	.78	.25	Th
"	BRO	P*	1.33	.78	.25	Th
"	LAX	P*	1.46	.92	.25	Th

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
San Ignacio de Velasco, Bolivia	MIA	P*	1.16	.83	.20	M,F
"	MSY	P*	1.22	.70	.25	M,F
"	HOU	P*	1.25	.73	.25	Sa,Th
"	BRO	P*	1.25	.73	.25	Sa,Th
"	LAX	P*	1.39	.87	.25	Sa,Th
San Jose, Bolivia	MIA	P*	1.16	.83	.20	M,F
"	MSY	P*	1.22	.70	.25	M,F
"	HOU	P*	1.25	.73	.25	Sa,Th
"	BRO	P*	1.25	.73	.25	Sa,Th
"	LAX	P*	1.39	.87	.25	Sa,Th
San Jose Costa Rica	MIA	P*	.48	.34	.15	Dly
"	MSY	P*	.45	.26	.15	Dly
"	HOU	P*	.47	.29	.15	Dly
"	BRO	P*	.48	.26	.15	Dly
"	LAX	P*	.61	.43	.15	Dly
"	MSY	TA	.45	.26	...	Dly except Sa
"	MEX	TA	.31	.20	...	Dly except Sa
"	UL	K	.60	.45	.17	.....
San Juan, Puerto Rico	LGA	P*	.22	.18	.05	Five Dly
"	MIA	P*	.15	.12	.05	Twice Dly
"	CHI	P*‡	.29	.2420	.15	Dly
"	YIP	P*‡	.29	.2420	.15	Dly
"	LGA	P*†	.28	.2335	.05	Dly
"	MIA	P*†	.15	.1300	.05	Dly
San Luis Potosi, S.L.P., Mexico	ELP	L	.16	.13	.25	Dly
San Salvador, El Salvador	MIA	P*	.42	.21	.15	Dly
"	MSY	P*	.38	.19	.15	Dly
"	HOU	P*	.36	.24	.15	Dly
"	BRO	P*	.34	.20	.15	Dly
"	LAX	P*	.50	.35	.15	Dly
"	MSY	TA	.33	.19	...	Dly
"	MEX	TA	.30	.13	...	Dly
Santa Clara, Cuba	MIA	P*	.13	.09	.05	Dly
Santa Cruz, Bolivia	MIA	P*	1.16	.83	.20	M,W,F,Sa
"	MSY	P*	1.31	.69	.20	M,W,F,Sa
"	HOU	P*	1.24	.72	.25	Sa,T,Th,F
"	BRO	P*	1.24	.72	.25	Sa,T,Th,F
"	LAX	P*	1.37	.86	.25	Sa,T,Th,F
Santa Maria, Azores	LGA	P	.78	.59	.20	Sa,M,Th,F
"	BOS	P	.76	.57	.15	Sa,F
"	MIA	BO	.93	.70	...	Dly
"	IDL	BO	.78	.59	.20	.....
Santa Marta, Colombia	MIA	P*	.46	.22	.15	Dly
"	LGA	P*	.56	.32	.15	Sa,Th
"	MSY	P*	.52	.30	.15	Dly
"	HOU	P*	.55	.33	.15	Dly
"	BRO	P*	.55	.33	.15	Dly
"	LAX	P*	.69	.47	.15	Dly
Santiago, Chile	MIA	P*	1.30	.73	.15	Dly
"	MSY	P*	1.37	.79	.15	Dly
"	HOU	P*	1.40	.82	.15	Dly
"	BRO	P*	1.40	.82	.15	Dly
"	LAX	P*	1.53	.96	.15	Dly
"	MIA	BO	1.05	.79	...	Dly
"	IDL	BO	1.37	.82	.15	W,Sa
Santiago, Cuba	MIA	P	.10	.08	.05	Four Dly
Sao Luis, Brasil	LGA	P*	1.09	.72	.20	Su,T,Th,Sa
"	MIA	P*	1.16	1.16	.20	Su,T,Th,Sa
"	MSY	P*	1.28	1.28	.25	Su,T,Th,Sa
"	HOU	P*	1.51	1.51	.25	M,W,F,Sa
"	BRO	P*	1.43	1.43	.25	M,W,F,Sa
"	LAX	P*	1.62	1.62	.25	M,W,F,Sa
Sao Paulo, Brasil	LGA	P*	1.42	.86	.25	Dly
"	MIA	P*	1.32	.82	.25	Dly
"	MSY	P*	1.56	.95	.25	Dly
"	HOU	P*	1.75	1.04	.25	Dly
"	BRO	P*	1.67	.98	.25	Dly
"	LAX	P*	1.89	1.89	.25	Dly
"	EWR	TC	1.40	.85	...	Frequently
Sao Salvador, Brazil	LGA	P*	1.58	1.58	.25	Dly except F
"	MIA	P*	1.28	1.28	.25	Dly except F
"	MSY	P*	1.54	1.54	.25	Dly except F
"	HOU	P*	1.72	1.72	.25	Dly except Th
"	BRO	P*	1.64	1.64	.25	Dly except Th
"	LAX	P*	1.94	1.94	.25	Dly except Th
Shanghai	IDL	AF	2.32	1.89	.25	.....
"	BOS	AF	2.49	1.87	.25	.....
Shannon, Eire	LGA	P	.91	.68	.20	Dly
"	BOS	P	.88	.66	.20	Dly
"	IDL	SW	.77	.61	.20	.....
"	UL	T	.88C	.66C	.21**	T
"	IDL	BO	.91	.68	.20	Th
"	LGA	TW	.91	.68	.20	Dly except F
"	BOS	TW	.88	.66	.20	M,Th,Sa
"	PHL	TW	.92	.69	.20	Dly except F
"	YIP	TW	.92	.70	.20	Dly except F
"	CHI	TW	.95	.73	.20	Dly except F
"	IDL	SR	.91	.68	.20	Su,Th
"	IDL	K	.91	.68	.20	Su,Th
Singapore, Mal. St.	IDL	BO	2.36	1.77	.25	Dly
"	SPO	P	2.41	1.81	.25	Sa
"	LAX	P	2.41	1.81	.25	Sa
"	BOS	P	2.34	1.75	.25	.....
"	IDL	AF	2.36	1.77	.25	.....
"	BOS	AF	2.33	1.75	.25	.....
"	IDL	K	2.36	1.77	.25	Sa,W,F
"	UL	K	2.40	1.80	.26	Su,W
Siuna, Nicaragua	MSY	TA	.55	.43	...	M,W,F
"	MEX	TA	.43	.32	...	T,Th,Sa
Sofia, Bulgaria	IDL	SS	1.53	1.13	.25	Su,T,W,Th
"	IDL	AF	1.49	1.14	...	.....
"	BOS	AF	1.49	1.13	...	.....
Sourabaya, Java, N.E.I.	IDL	K	2.56	1.92	.35	T,W,Th,F

Destination	Airport and Airline	RATES (See Note) (Dir. Line.) Per 100 Kilos	(Dir. Line.) Per Lb.	(Over Line.) Per 100 Kilos	(Over Line.) Per $100 Value	Depart
Stanleyville, Bel. Congo	IDL S	1.89	1.42	.25	Sa,T,Th
Stavanger, Norway	IDL SS	1.13	.85	.20	Dly except Sa
Stockholm, Sweden	IDL SS	1.13	.85	.20	Dly except Sa
"	IDL BO	1.15	.86	.20	Dly
"	MIA BO	1.26	.95	...	Dly
"	IDL AF	1.15	.86	.20	Dly
"	BOS AF	1.13	.84	.20	.....
"	IDL K*	1.15	.86	.20	Sa,T,W,F,Sa
"	UL K	1.13	.85	.21	Sa,W
"	IDL S	1.15	.85	.20	Sa,T,Th
"	IDL P	1.15	.86	.20	.....
"	BOS P	1.13	.84	.20	.....
Stuttgart, Germany	LGA P	1.13	.85	.20	Sa,F
"	BOS P	1.10	.83	.20	Sa,F
"	IDL SS	1.13	.85	.20	Sa,T,W,Th
"	IDL SR	1.13	.85	.20	Sa,Th
"	IDL AF	1.13	.85	.20	.....
"	BOS AF	1.10	.82	.20	.....
Suva, Fiji Islands	LAX P	1.60	1.20	.25	M,Th,Sa
"	SFO P	1.60	1.20	.25	M,Th,Sa
"	SFO BC	1.60	1.20	.25	M,Th,F
"	HNL BC	.90	.75	.20	M,Th,F
"	VR BC	1.00	1.25	.25	M,Th,F
Sydney, Australia	LAX P	2.01	1.51	.25	M,Th
"	SFO P	2.01	1.51	.25	M,Th
"	IDL BO	3.01	2.26	.25	Dly
"	SFO BC	3.01	1.51	.25	M, alt. Th
"	HNL BC	1.43	1.08	.25	M,Th
"	VR BC	2.00	1.67	.25	M,Th
"	IDL AF	3.01	2.26	.25	.....
"	BOS AF	2.98	2.24	.25	.....
Sydney, N. S.	BOS T	.10	.0895	...	Dly
Taipeh, Formosa	SFO PH	2.36	1.77	.2b	W,Sa
"	OAK PH	2.36	1.77	.25	W,Sa
"	PDX PH	2.36	1.77	.25	T,F
"	LAX PH	2.36	1.77	.25	T,F
"	SEA PH	2.36	1.77	.25	T,F
"	LGA PH	2.36	1.77	.25	T,F
"	CHI PH	2.36	1.77	.25	T,F
"	DCA PH	2.36	1.77	.25	T,F
"	CLE PH	2.36	1.77	.25	T,F
"	YIP PH	2.36	1.77	.25	T,F
"	DEN PH	2.36	1.77	.25	T,F
"	CHI NW	2.36	1.77	.25	.....
"	CLE NW	2.36	1.77	.25	.....
"	YIP NW	2.36	1.77	.25	.....
"	MKE NW	2.36	1.77	.25	.....
"	LAX NW	2.36	1.77	.25	.....
"	MPS NW	2.36	1.77	.25	.....
"	LGA NW	2.36	1.77	.25	.....
"	PIT NW	2.36	1.77	.25	.....
"	PDX NW	2.36	1.77	.25	.....
"	DCA NW	2.36	1.77	.25	.....
"	SFO NW	2.36	1.77	.25	.....
"	OAK NW	2.36	1.77	.25	.....
Talara, Peru	MIA P*	.72	.58	.15	Dly
"	MSY P*	.78	.45	.20	Dly
"	HOU P*	.81	.48	.20	Dly
"	BRO P*	.81	.48	.20	Dly
"	LAX P*	.94	.62	.20	Dly
Tamatave, Mad.	IDL AF	2.78	2.07	.15	Weekly
"	BOS AF	2.73	2.04	.15	.....
Tampico, Mexico	HOU P*	.13	.09	.15	Dly
"	BRO P*	.19	.06	.15	Dly
"	LAX P*	.36	.28	.15	Dly
Tananarive, Madagascar	IDL AF	2.30	1.73	.25	Weekly
"	BOS AF	2.27	1.71	.25	.....
Tangier, Morocco	IDL AF	1.25	.94	.25	.....
"	BOS AF	1.22	.92	.25	.....
Tapachula, Mexico	MIA P*	.42	.31	.15	Dly
"	MSY P*	.39	.19	.15	Dly
"	HOU P*	.29	.21	.15	Dly
"	BRO P*	.27	.17	.15	Dly
"	LAX P*	.43	.32	.15	Dly

Destination	Airport and Airline	RATES (See Note) (Dir. Line.) Per 100 Kilos	(Dir. Line.) Per Lb.	(Over Line.) Per 100 Kilos	(Over Line.) Per $100 Value	Depart
Tegucigalpa, Hon.	MIA P*	.47	.23	.15	Dly
"	MSY P*	.40	.22	.15	Dly
"	HOU P*	.39	.20	.15	Dly
"	BRO P*	.37	.22	.15	Dly
"	LAX P*	.53	.36	.15	Dly
"	MSY TA	.40	.22	...	Dly except Sa
"	MEX TA	.23	.14	...	Dly except Su
Teheran, Iran	IDL BO	1.81	1.36	.25	Dly
"	IDL AF	1.81	1.36	.25	Weekly
"	BOS AF	1.78	1.34	.25	.....
"	IDL K	1.81	1.36	.25	Sa,Th
"	UL K	1.62	1.37	.26	Su
"	IDL SS	1.81	1.36	.25	Sa,T,W,Th
Tela, Honduras	MSY TA	.42	.25	...	M,W,F
"	MEX TA	.26	.19	...	T,Th,Sa
Tokyo, Japan	IDL P	2.71	2.04	.25	Sa,F
"	BOS P	2.68	2.02	.25	Sa,F
"	LAX P	2.36	1.77	.25	M,F
"	SFO P	2.36	1.77	.25	M,F
"	EDF NW	2.36	1.77	.25	Four Wkly
"	CHI NW	2.36	1.77	.25	Four Wkly
"	CLE NW	2.36	1.77	.25	Four Wkly
"	YIP NW	2.36	1.77	.25	Four Wkly
"	MKE NW	2.36	1.77	.25	Four Wkly
"	MPS NW	2.36	1.77	.25	Four Wkly
"	LGA NW	2.36	1.77	.25	Four Wkly
"	PIT NW	2.36	1.77	.25	Four Wkly
"	DCA NW	2.36	1.77	.25	Four Wkly
"	IDL BO	2.71	2.04	.25	Dly
"	IDL AF	2.71	2.04	.25	.....
"	BOS AF	2.68	2.02	.25	.....
"	SFO PH	2.36	1.77	.15	W,Sa
Toronto, Ont., Can.	LGA A	.08	.0455	.04	Dly
"	LGA T	.05	.0455	.10	Dly
Torreon, Coah., Mex.	ELP L	.10	.08	.25	Dly
Trapani, Italy	IDL LI	1.35	.96	.25	F
Trinidad, Cuba	MIA P*	.15	.09	.05	Dly
"	IDL BO	.45	.30	.15	.....
Trinidad, Trin.	IDL BO	.45	.30	.15	Sa,W,Sa
Tripoli, Libya	IDL BO	1.34	1.01	.25	Dly
Trujillo, Honduras	MSY TA	.42	.27	...	M,W,F
"	MEX TA	.29	.22	...	T,Th,Sa
Tucuman, Argentina	MIA P*	1.28	.71	.15	F
"	MSY P*	1.34	.78	.15	F
"	HOU P*	1.37	.81	.15	Th
"	BRO P*	1.37	.81	.15	Th
"	LAX P*	1.60	.95	.15	Th
Tumaco, Colombia	MIA P*	.69	.45	.15	Th
"	LGA P*	.75	.41	.15	Th
"	MSY P*	.71	.39	.15	Th
"	HOU P*	.74	.42	.15	W
"	BRO P*	.74	.42	.15	W
"	LAX P*	.87	.56	.30	W
Tunis, Tunisia	IDL AF	1.27	.94	.25	Four Wkly
"	BOS AF	1.24	.94	.25	Four Wkly
"	LGA TW	1.27	.90	.25	F
Turpan, Mexico	HOU P*	.17	.12	.15	Dly
"	BRO P*	.12	.06	.15	Dly
"	LAX P*	.34	.27	.15	Dly
Tuxtla, Gutierrez, Mexico	MIA P*	.47	.23	.15	Dly
"	MSY P*	.44	.22	.15	Dly
"	HOU P*	.26	.20	.15	Dly
"	BRO P*	.24	.15	.15	Dly
"	LAX P*	.42	.31	.15	Dly
Usumbura, Belgian Congo	IDL S	1.89	1.42	.25	Sa,T,Th
Uyuni, Bolivia	MIA P*	1.18	.62	.15	F
"	MSY P*	1.23	.70	.15	F
"	HOU P*	1.25	.73	.15	Th
"	BRO P*	1.25	.73	.15	Th
"	LAX P*	1.38	.87	.15	Th
Vancouver, B. C., Canada	SEA U	.06	.046	.10	Dly
"	SFO U	.11	.094	.10	Dly
"	LGA U	.39	.295	.10	Dly
"	LGA T	.38	.375	.10	Dly
"	SFO BC	.11	.08	.05	Sa & Alt.W,Th
"	HNL BC	.74	.56	.15	Sa & Alt. T,W

Destination	Airport and Airline	RATES (See Note) (Dir. Line.) Per 100 Kilos	(Dir. Line.) Per Lb.	(Over Line.) Per 100 Kilos	(Over Line.) Per $100 Value	Depart
Varadero, Cuba	MIA P*	.12	.08	.05	Dly
Veracruz, Mexico	MIA P*	.39	.19	.15	Dly
"	MSY P*	.34	.18	.15	Dly
"	HOU P*	.31	.16	.15	Dly
"	BRO P*	.19	.12	.15	Dly
"	LAX P*	.35	.26	.15	Dly
"	DAL B	.42	.....	...	Dly
"	FTW B	.42	.....	...	Dly
"	LRD B	.28	.....	...	Dly
"	SAT B	.35	.....	...	Dly
Victoria, Brazil	LGA P*	1.68	1.68	.25	M,W,Sa
"	MIA P*	1.41	1.41	.25	M,W,Sa
"	MSY P*	1.59	1.59	.25	M,W,Sa
"	HOU P*	1.61	1.61	.25	M,W,Sa
"	BRO P*	1.73	1.73	.25	Sa,T,F
"	LAX P*	2.03	2.03	.25	Sa,T,W
Victoria, B. C.	LGA T*	10.13	.375	.10	Dly
Victoria de las Tunas, Cuba	MIA P*	.14	.09	.05	Dly
Vienna, Austria	LGA P	1.24	.93	.25	Sa,W,F
"	BOS P	1.21	.91	.20	Sa,W,F
"	LGA SI	1.24	.93	.25	Frequently
"	IDL BO	1.24	.93	.25	Dly
"	MIA BO	1.27	.96	...	Dly
"	IDL AF	1.24	.93	.25	.....
"	BOS AF	1.21	.91	.25	.....
"	IDL SS	1.24	.93	.25	Sa,T,Th
"	IDL K*	1.24	.93	.25	T,W,F,Sa
"	UL K	1.23	.92	.21	Su
"	IDL S	1.23	.93	.25	Sa,T,Th
"	IDL SR	1.24	.93	.25	Sa,Th
Villahermosa, Mex.	MIA P*	.34	.17	.15	Dly
"	MSY P*	.30	.16	.15	Dly
"	HOU P*	.36	.19	.15	Dly
"	BRO P*	.34	.15	.15	Dly
"	LAX P*	.49	.30	.15	Dly
Visby, Sweden	IDL SS	1.19	.90	.20	Dly
Wadi Halfa, Aug. Eg. Sudan	IDL BO	1.68	1.26	.25	Dly
Wake Island	LAX P	1.55	1.16	.20	M,T,F,Sa
"	SFO P	1.55	1.16	.20	M,T,F,Sa
"	PDX P	1.55	1.16	.20	Sa
"	SEA P	1.55	1.16	.20	Sa
Warsaw, Poland	IDL SS	1.30	.98	.20	Sa,T,W,Th
"	IDL AF	1.30	.98	.25	.....
"	BOS AF	1.27	.96	.25	.....
"	IDL S*	1.30	.98	.25	Sa,T,Th
"	IDL SR	1.30	.98	.25	Sa,Th
Wellington, N. Z.	IDL BO	3.36	2.52	.25	Dly
Whitehorse, Canada	SEA P	.35	.14	.10	T,Sa
Windsor, Ont., Can.	LGA A	.40	.25	...	Dly
"	CHI A	.30	.25	...	Dly
"	LGA T	.06	.0555	.10	Dly
Winnipeg, Man., Canada	LGA T	.21	.20	...	Dly
"	GFK W	.04	.....	...	Dly
Zurich, Switzerland	IDL SR	1.13	.85	.20	Sa,Th
"	IDL SS	1.13	.85	.20	Sa,T,W,Th
"	IDL S	1.13	.85	.20	Sa,T,Th
"	IDL SW	1.09	.79	.20	.....
"	IDL AF	1.13	.85	.20	Six Wkly
"	BOS AF	1.10	.82	.20	.....
"	IDL K*	1.13	.85	.20	T,W,F,Sa
"	UL K	1.11	.84	.21	Sa,W
"	IDL BO	1.13	.85	.20	Dly
"	MIA BO	1.19	.90	...	Dly
"	LGA TW	1.13	.85	.20	Dly except F
"	PHL TW	1.14	.86	.20	Dly except F
"	CHI TW	1.17	.89	.20	Dly except F
"	YIP TW	1.14	.86	.20	Dly except F
"	BOS TW	1.10	.83	.20	M,Sa

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GUEST EDITORIAL

(Continued from Page 4)

abroad, and we were asked to get them out from under, so to speak.

We got a very good picture from the shipper of what we had to carry—seven bulls, two heifers, 50 pigs, with 16 chickens and four dogs thrown in for good measure. An interior of stalls and bins was prefabricated and tailor-made to the size, shape, weight and nature of the animals. Up forward the bulls would be compartmented within two-by-fours. Behind them the heifers separated in the same fashion. Then a succession of bins for the pigs. Near the tail would be the chickens and the dogs. Water and feed troughs were supplied and a handler to care for the beasts. Then the dividing sections were marked for identification and removed; the loading began and the sections replaced to corral the animals securely.

In this and all other similar shipments, I may say, we have always submitted our ideas on the arrangements which should be made for the comfort and safety of animals carried by air to the Bureau of Animal Industry in the Department of Agriculture. The Bureau, on the other hand, has thought well enough of our loadings to ask for photographs depicting the operation to use for general dissemination and instruction.

The third instance of a traffic problem I would like to cite is that of the heaviest single piece of freight, to my knowledge, ever carried over the North Atlantic. This one could not be disassembled. It was a skeg, or lower stern frame, to support the rudder and propeller of a tanker disabled by collision at Rome—a solid forging that weighed 14,250 pounds, 18 feet long, with a five-foot right-angle projection approximately at the middle, making it extremely awkward to handle.

With this piece there were several major problems. The skeg and the shoring had to come within the limit of the gross takeoff weight. It had to

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be skidded so that it would meet the floor load limitations of the airplane. We had to make sure that the manufacturer skidded it on the correct side, because the heavy end had to go on first and with the projection on the proper side. Otherwise, it would not go through the door, and during loading might exert too much weight on the structure of the airplane near the door.

That last problem obtained throughout the loading. We used a crane and a heavy forklift, and I can best describe the operation as one of using two hands and shifting the grip of one before loosening the grip of the other. We used expert riggers, but had to get them to temper their usual vigorous operations to the fragility of the airplane. It was necessary to ballast the nose of the airplane and support the tailpiece to prevent the tail from tipping down during loading.

All of these problems had to be foreseen and planned for in reverse for the unloading at Rome. I went along with that particular piece. We used two cranes at the destination end, and also had the problem there, working through an interpreter, to see that the riggers using jacks and crowbars did not go at the job as though they were standing on the deck of a freight ship instead of a freight airplane. It would be rather disastrous to use an airplane floor as the base for a jack bearing a seven-ton load.

These instances are plucked more or less at random out of nearly four years of international air freight operations. There have been many others, involving both live and static freight—race horses, helicopters, steam turbine and diesel engine components, rudder stocks up to six tons, elephants and other tropical animals, oil refining and dredging machinery, aircraft engines up to the size of those of the B-29 bomber and the jet fighters, and so forth.

But I would like to make it clear that so far as we are concerned the difficult, oddly-constructed, weighty shipments are not looked upon as troublesome. They are challenges. When we find that we have spent a lot of time on one of them and cannot solve it, because it just can't be taken apart or the process of disassembly and assembly at the other end is not economical, the defeat simply whets our appetite.

We know that the frustration is only temporary. Our ability to do the job has been restricted by the type of airplane to which we are now confined. We look forward to the construction and acquisition of a real airfreighter with perhaps a 50,000-pound payload and infinitely more cubic space to work with.

Then we will certainly say: Bring on that entire factory and we will transport it over the ocean and over the desert wastes to Teheran, for instance, where it can be set up and in production weeks before it could reach there by surface transport.

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AIR FREIGHT'S JOB

(Continued from Page 6)

to ship it that way." Other businessmen take a different attitude—a long range and sincere analytical interest in all items of cost which make up the price to the final consumer. When a businessman extends himself beyond the FOB point of the initial and minimum responsibility ties, he is oftentime rewarded handsomely by increased sales.

For example, a prospect is interested in a complex accounting machine because it will improve accuracy, speed work output, and cut costs. If such savings add up to $300 per month, then 15 days lost in transfers, warehousing crating and surface transportation will alone amount to $150. One businessman took the long range attitude that he would analyze this and all other opportunities for savings in order to pass his findings on to the final owner. As a result, the Friden Calculating Machine Company, San Leandro, California, has for years used air cargo as a comprehensive plan of merchandising and distribution. Their steady and rapid climb in sales volume through the years, reflects the wisdom of their policies. Today their air cargo shipments, ranging in size from three ounces to three tons, go to all major areas of the world.

That other businessmen are also alert to the possibilities of air cargo is revealed by reviewing one day's accumulation of airway bills: artificial flowers; rugs; hairnets; clothes hangers; nightgowns; shotguns; alarm clocks; canned lobster; dried eggs; harness and saddles; furs; horses for breeding; vanilla beans; rubber

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Did you ever see a pineapple plantation fly? Over four million young pineapple shoots are being flown from the islands of Maui and Molokai to Hawaii. The job of planting this new 250-acre pineapple plantation will take seven weeks.

When the Kohala Sugar Company had a deficit of $260,000 in 1949, the management decided to take action. If it closed down the sugar plantation, 1,000 workers and their families would be stranded—6,000 people in all—without means of earning a livelihood. Management said "Let's try pineapple." They chose air cargo for the job because the airlift gave them flexibility in planning. The shipments can come at a steady flow or be slowed or speeded to keep up with the planting pace. The pineapple shoots can be moved quickly enough to avoid deterioration. Lastly, the airlift was the cheapest way.

Nylon thread moves from New York to various centers of Europe at special low commodity rates for shipments of 100, 550 1,100 and 2,200-pound categories. I mention this as one of the hundreds of items for which we have developed specific commodity rates. We make every effort to develop such rates wherever space and other factors allow. Every successful effort to fill empty space through specific commodity rates eventually results in lower costs and improved service for everyone—shipper, consignee, and final consumer.

In 1949, some two million American tourists left one billion dollars in foreign countries. These were pleasure dollars, not tax dollars. These were dollars a country earned, not gift dollars. The volume of these travel dollars abroad helps to determine the amount which American Industry sells abroad, and therefore, the amount of export air cargo. Charles Sawyer, the Secretary of Commerce, pointed out the importance of the travel dollar to cargo when he recently said:

"The brightest spot in our efforts to close the gap between exports and imports of the United States is the steadily increasing amount of money spent by our people on foreign travel."

Although the immediate future of foreign travel may be influenced by military developments, we might take a look ahead at the long range future for air transport.

In our guessing on the future, I do not see how we can afford to sell air transport short. There are no reasons in sight why technological progress should not continue its upward climb at an accelerated rate. This steep rate of climb in progress is reflected in one brief comparison. It took the buggy 2,500 years to evolve from the chariot of the B. C. years to its peak

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of perfection. But in all that time they only added two wheels and some cushions. Yet, in twenty-five years the air cargo network spread from nothing to cover an entire globe bringing all nations to within three days or less of the United States.

New sources of power and technical improvements will put transports in global skies on a scale which none of us can adequately foresee.

In the future air transport will continue to do its job in helping to increase the two way flow of world trade, know-how, and cooperation between the peoples of the world. Air transport will do its share towards translating the ideals of democracy into things people of other tongues and other beliefs can see, touch, use and consume. We here understand the ideals of democracy but in other lands hungry people cannot eat and grow strong on the ideals of democracy alone. Scientific agriculture, great fertilizer plants, agricultural machinery are the only ways to really lick famine, and all these things require the reality of dollars, know-how and two-way trade.

In India, Dr. Singh used algae to neutralize the alkalinity of the soil and to enrich the productiveness of the earth. On the other side of the globe, the Lions Club of Nome, Alaska, flies milk in from Seattle so the Eskimo school children have fresh cow's milk daily for the first time in their lives.

In thousands of other ways, the algae of Democracy will continue to neutralize the alkalinity of Communism and strengthen all peoples for the job which lies ahead. A job which is best summed up in the words of Vannevar Bush:

"They will build so that the ambition of youth may have an outlet without artificial barriers, so that genius may rise and innovate for the benefit of all. They will build their structure so as to marshal their full strength in powerful array, designed to deal with assault of any form, whether it come in the full light or skulk in the dark.

"If they build thus, and keep the faith, no power on earth can destroy what they create."

LIFTMASTER

(Continued from Page 9)

figures for these airplanes; nevertheless, we believe the data shown in Table I offer a fair and true comparison of the two types.

It has often been stated that the true all-cargo airplane should incorporate loading doors which are approximately the same height as the average truck bed, or about 45 inches above the ground. It is obvious that such a feature would be desirable if it did not compromise the primary purpose of the airplane. The primary purpose of any cargo airplane is to carry as much payload as economically as possible. Therefore, without losing sight of this fundamental requirement every aircraft manufacturer must examine the desirability of providing a truck bed height door on his airplane.

TABLE I

Comparison of DC-6A with DC-4/C-54

		DC-4/C-54	DC-6A	Net Gain by DC-6A
Maximum Gross Weight	(lbs.)	73,000	100,000	
Take-off Horsepower per engine		1,450	2,400	
Wing Area		1,462	1,462	
Cargo Volume	(cu. ft.)	3,970	5,000	26%
Largest Loading Door	(in.)	98 X 71	124 X 78	39%
Maximum Payload	(lbs.)	20,000	28,700	43%
Block Speed for 1500 Miles	(mph.)	219	275	25%
Cost per Hour	($)	139	185	
Cost per Ton Mile	(¢)	6.35	4.95	22%
Work Capacity	(Ton Miles per Hr.)	2,190	3,940	80%
Ratio of Number of Airplanes required to do a given job		1.8	1	

The following design considerations are examples of the studies which have to be made:

(a) *High wing versus low wing.* In order to provide an effective and unobstructed cabin the fuselage must be located either above or below the conventional (*i.e.*, continuous center section) wing. The propeller diameter, propeller ground clearance, and wing nacelle arrangement establish the height of the wing above the ground and thus the height of the fuselage. For airplane gross weights of approximately 35,000 pounds and up, the dimensions usually require a high wing type of design (*i.e.*, wing located above the fuselage) in order to obtain a cargo floor not higher than 45 inches above the ground.

It is generally agreed, and tests and experience have shown, that the low wing design provides superior ditching and belly landing characteristics.

(b) *Landing gear weights.* For a given fuselage diameter the main landing gear will always be longer for a high wing airplane than for a low wing design. Since the landing gear is essentially a cantilever beam, the longer the gear the greater is its weight. Especially in the braked landing cases, the longer gear length imposes higher torsional loads in the wing which must be absorbed in heavier wing structure. If the landing gear is retractable, which it must be for aerodynamic efficiency, the nacelles may have to be larger to house the longer gear.

(c) *Fuselage weights.* In a low wing design the cargo flooring can be and usually is laid directly upon the supporting wing structure. This distribution of the loads results in appreciably lower fuselage weights than in the high wing design which requires that the cargo loads be carried through the fuselage side panels to the wing attachments.

For these three main reasons it is apparent that substantial penalties in payload may be built into an airplane for no other reason than to achieve a truck height loading door. A careful analysis of a proposed high wing version of the DC-6A showed an overall weight empty increase of *more than 3000 pounds* due entirely to the structural changes necessary to revise the airplane from a low wing to a high wing type.

In order to balance such studies it is, of course, necessary to examine the extent of the benefits which might accrue to an operator using aircraft with truck bed height loading doors. Due to the fact that the work of sorting, waybilling, and palletizing is usually interposed between the delivery truck and the aircraft, the advantage of the low door lies largely in the reduced lift of 45 inches versus about 107 inches for the DC-6A.

Several sources were questioned on the savings in loading costs possible on account of the reduced lift, and it was agreed that a figure of 10 per cent appeared reasonable. Based on the actual average haul of 1,425 miles (two airlines in May, 1950) and an average loading cost of $1.25 per ton, the saving will then amount to about $400 per month for an air freight operator doing 2,000,000 ton-miles of business per month. This includes loading and unloading expenses at origination and termination plus an allowance of 15 per cent for transloading from one airplane to another at airports enroute. Since $400 is only approximately two-tenths of one per cent of the direct flying costs for 2,000,000 ton-miles of work, it is clear that the basic flying costs are much more important than the loading costs.

People who use air transportation and people who sell it fully realize that the most important asset of an airplane is its speed. The DC-4/C-54 airplane

which is presently widely used is a cargo plane which cruises at about 220 miles per hour and, accordingly, holds a distinct and sizeable advantage in speed over its rival, the freight train. It is not so obvious, but it is extremely important to understand the effect of speed on ton-mile costs. First, however, an examination of Table II.

The important point to be observed from Table II is that the DC-6A can fly at block speeds which are more than 60 miles per hour faster than the DC-4, and the flight time saving between the major freight areas amounts to about two hours on the major routes within the United States. In view of the fact that the DC-4 air freight delivery is already at least five full days faster than the railroad, even after adding 24 hours to the air freight flight time to allow for door to door service, the two hours faster delivery possible by using the DC-6A is not the most important aspect of the speed advantage.

Having achieved the time advantage over the railroads as noted above, the most important asset of speed is its effect on costs. It is here that the two-hour reduction in flight time is advantageous to both the shipper and the operator. Total airline costs under the Civil Aeronautics Board accounting system are divided into direct and indirect costs. The direct costs include flying operations, maintenance of flight equipment, and depreciation of flight equipment. The indirect costs include administration salaries, utilities, maintenance and depreciation of all ground facilities, insurance, advertising, taxes, and many other items. Since the airplane itself can affect the airline indirect costs but little, the aircraft manufacturer concentrates his attention on the direct costs.

It is well known that airplane log books are kept universally on a flight-hour basis. The maintenance periods for airframe, engine, propellers, and instruments are established by the airlines and the Civil Aeronautics Authority on the number of log book flight-hours in service. Furthermore, the major part of the crew costs and fuel and oil costs are a function of the flight hours. An examination of the actual flying costs of five representative airlines shows that approximately 75 per cent of the direct flying costs are truly "per hour" costs. The other direct flying costs such as aircraft insurance, depreciation, training, and the like are then conveniently allocated on an hourly basis. Thus the following formula emerges as fundamental:

$$\text{Direct cost per ton-mile} = \frac{\text{Direct airplane cost per hour}}{\text{block speed} \times \text{payload}}$$

With this equation in mind it is easy to visualize the great importance of block to block speeds on ton-mile costs. (Block speeds are defined as the time of leaving the ramp or loading zone to the time of arrival at the ramp of destination.) It is evident that the cargo airplane with the lowest cost per ton-mile will be the one which offers the best possible combination of the three major variables with low operational cost per hour, high block to block speed, maximum possible payload, and yet able to take-off and land in the available airports.

The gross weight of an airplane is approximately 2.8 to 3.3 times its payload. This gross weight together with the airport requirements generally establish the physical size of aircraft and the amount of horsepower needed. Both the size of the airplane and the engines strongly influence the operating cost per hour. Thus it appears that for a given payload the lowest possible costs per ton-mile will be achieved by the airplane having the highest block speeds and lowest air resistance. For this reason aerodynamic cleanness (*i.e.*, low air resistance) is essential and will pay large dividends to both the manufacturer and operator. It is obvious that the future commercial cargo airplane cannot exhibit any truck-like characteristics in the air and still provide the lowest cost transportation. The extreme

TABLE II

Terminals	Air Distance miles	DC-4/C-54 Block Speed mph	DC-4/C-54 Time hrs.	DC-6A Block Speed mph	DC-6A Time hrs.	Time Saved over DC-4/C-54 hrs.	Time Saved over DC-4/C-54 %	Railroad Time hrs.
Los Angeles Chicago	1,751	220	7.97	278	6.30	1.67	21	168 ± 12
San Francisco Chicago	1,856	221	8.40	280	6.63	1.77	21	168 ± 12
Seattle Chicago	1,749	220	7.95	278	6.29	1.66	21	168 ± 12
New York Chicago	724	213	3.40	262	2.76	.64	19	72 ± 12
Chicago Dallas	795	214	3.71	265	3.00	.71	19	72 ± 12
New York Miami	1,100	217	5.07	271	4.06	1.01	20	96 ± 12

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importance of economy in the cargo airplane demands the highest possible structural, aerodynamic, and operational efficiency.

It is our opinion that the carriage of freight by air is destined to become an important part of the economy of the United States. While the ton-mile costs possible with the airplanes presently engaged in hauling air cargo may not be low enough to permit a profit, we believe that airframes and power plants are on the horizon which will turn the present margin of loss into a margin of profit and permit rates that will develop increased cargo traffic. We feel that the most significant forthcoming aeronautical development which will lower the air cargo ton-mile costs is the turbine engine driving a propeller.

Studies made by the Douglas Company show that if we assume a reasonable and continuing development of the turbo-prop power plant it will be possible to design an advanced all-cargo airplane which will fly at least 50 miles per hour faster and reduce the direct ton mile flying costs approximately 25 per cent below those of presently available types. Unfortunately, it is not possible to say *when* such an airplane can be built, but the possibility of such a design cannot be denied. The chief reason why the turbo-prop powered airplane can haul cargo at a lower cost is due to the higher power available at substantially the same engine plus fuel weight as the current reciprocating engines. The high power and low engine weight of the turbo-prop power plant permits increasing not only the gross weight but also the payload and the block speed, while increasing the cost per hour slightly due to the increased fuel consumption. The net result, however, as noted above, is a substantial reduction in the costs per ton mile.

Another point which should not be overlooked is that since the turbine engine does not require detonation resistant fuels, further development may progress toward the use of fuels of even lower grade than kerosene. Such improvement may reduce the operating costs below those shown above.

Based on the points noted herein and other studies on the subject, we believe that future air freight aircraft will be designed to provide the best possible balance of the following factors:

1. The cabin *dimensions* will be such that few shipments will need to be rejected on account of size.

2. The cabin loading *doors* will be large enough to permit full use of the cabin volume and its greatest dimensions.

3. The *arrangement* of the cabin and the loading doors plus the flight characteristics of the airplane will provide for easy balancing of the load.

4. The *height* of the cabin loading doors above the ground will be as low as possible without compromising the optimum aircraft configuration necessary for the lowest direct ton-mile costs.

5. The airplane will be designed to fly at *20,000 feet* or above in order to take advantage of the higher speeds possible at these altitudes; therefore, the cabin will be pressurized.

6. The *size* of the airplane will be as large as possible while remaining consistent with the volume of goods expected to be carried so that adequate flexibility and frequency of schedules can be maintained.

7. The *payload* will be as large, the *block speed* will be as high, and the *cost per hour* will be as low as possible for the chosen size of airplane.

AIR CARGO DEVELOPMENT

(Continued from Page 5)

ing to note that California imports $739 million worth of industrial products and has an agricultural surplus for export purposes of approximately $123 million. These figures support the assumption that both air and surface transportation face a real problem arising from the fact that there is a higher movement of manufactured, high value articles moving Westbound, than moves Eastbound.

Imbalance in traffic is a far more serious problem for an air carrier than it is for a railroad. If, in rail operation, a load fails to reach expected tonnages, it is a fairly simple matter to drop off a car or two. It is not simple where airplanes are concerned and the added complexity is based on two major differences. The first is that a railroad car lends itself to a far wider variety of products than does an airplane. It isn't because the airplane cannot carry a wide variety of articles. During the Berlin Airlift, airplanes transported coal, lumber and other low value products. The real difference arises due to the fact that only a restricted number of articles lend themselves to air transportation by reason of the costs of aircraft operation, and the resulting need for a higher than surface rate structure.

Occasionally, railroads are caught with freight cars in a section of the nation where there is no demand, and no freight cars in another section where the demand is great. This is the exception, and the overall railroad freight rate structure is high enough to cover this contingency.

Traffic imbalance involving aircraft can, and will, have the effect of seriously curtailing service in *both* directions. How can air carrier operate enough airplanes from New York to San Francisco-Oakland, or Los Angeles, at existing rate levels, if Los Angeles and San Francisco-Oakland cannot be developed into producers of sufficient tonnage to provide economic payloads required to return the airplane from the West Coast to the East Coast in order to pick up the cycle?

The foregoing tabulation shows that California imports industrial merchandise, therefore, the logical candidate for long haul Eastbound payloads should be the products which California does export, namely, agricultural products.

The Fifth Supplemental Order issued by the Civil Aeronautics Board, clearly reflects knowledge of this problem. What the order does, in effect, is to reduce the rate structure to a floor amounting to 60% of the 16¢-13¢ rates which previously represented the minima. In Air Freight Rate Investigation, adopted June 2, 1948, the Board said:

> Based upon the record in this proceeding and after consideration of the various alternatives available to us, it is our conclusion that (1) a minimum rate of 16¢ per ton-mile should be fixed covering the first 1,000 freight ton-miles of any shipment and (2) a minimum rate of 13¢ per ton-mile should be established covering the ton-miles in excess of 1,000 for any shipment.

Certain carriers filed tariffs effective May 25, 1950, and these tariff filings are the ones under which certain categories of perishable air freight are now moving. While aircraft operating costs will be treated in detail, it is appropriate to state that, under the existing Eastbound directional commodity rate structure, a carrier can fly a C-54 loaded to capacity and *not even recover his direct aircraft operating expenses, much less his indirect expenses.*

While this situation is not as devastating as it might appear at first glance, it certainly indicates that the 60% directional rates provided by the Fifth Supplemental Order are the lowest rates which can be expected to be approved so long as present equipment is employed.

The rates now prevailing are temporary and will be reviewed on September 1, 1951. In the meantime, carriers who are participating in this rate will be expected to furnish detailed reports on the flow of commodities moved under these directional tariffs.

The West to East rate is only a part of the picture. The East to West rate is also important. Neither rate is individually important so long as they both add up to a rate sufficient to cover operational costs and a reasonable return on the investment required to conduct the operation in both directions.

This may be illustrated by a grossly exaggerated example. Assume that an

overall yield of 20¢ a ton mile was to be determined as the lowest possible rate. Assume further a haul from San Francisco-Oakland to New York, and from New York to San Francisco-Oakland, approximately 2,500 miles in each direction. One hundred percent load factors (impossibly optimistic) are assumed. If diamonds and gold bullion were being shipped from New York to San Francisco-Oakland, and the carriers could get 38¢ a ton-mile for the line haul, they could afford to carry produce to New York at 2¢ a ton mile because the average yield would be 20¢ per ton mile for the round trip.

Unfortunately, there are few articles that lend themselves to air *freight* at 38¢ a ton mile, in fact air express yields less than 33¢ per ton mile.

The practical operating fact is, that the availability of payload originating in California for Eastern destinations, will have a marked effect upon the number of schedules which can be operated from the East to California. This situation was emphasized in reverse during May, 1950, when there was a heavy, but short-lived, demand for airlift from California during the early strawberry and cherry season. It was a reverse situation, because during a brief period, strawberry and cherry shippers could have used between three and six aircraft for every one which was available to them. The airplanes were not in California in sufficient quantity because the carriers were not geared to move that many loads from the East to California.

This condition points up the economic impossibility of meeting very heavy, but very brief demand periods. It reflects the basic problem which must be faced realistically.

On the one hand, the carriers cannot be criticized for failing to maintain and operate sufficient numbers of aircraft to meet peak seasonal demands and then maintain these airplanes and their crews while they remain idle until a new, and equally brief, demand arises. On the other hand, the shippers cannot be blamed for wondering why they cannot get aircraft when tariffs have been published which, in the opinion of many shippers, would permit profitable air transportation.

What is sorely needed is a common understanding of the mutual problems on which to base joint efforts toward the solutions.

It is not enough that an airplane departs from the West Coast with a full load. This load *must* be destined to an Eastern point which generates freight in sufficient quantities to afford economic payloads for the backhaul to the West Coast.

Glaring examples of this problem

EXHIBIT 1A

The Air Freight Ton Miles as Compared to Ton Mileages Flown in other Revenue Categories as experienced during the Year of 1949 by the 16 Domestic Certificated Passenger and Freight Air Carriers

(Ton Miles are expressed Thousands (000 omitted))

Available	Ton Miles Flown Passenger	Ton Miles Flown U.S. Mail	Ton Miles Flown Express	Ton Miles Flown Freight	Ton Miles Flown Total	Revenue Ton Miles Flown	Ton Mile Load Factor
American Airlines	323,135	143,983	8,896	5,579	31,845	192,073	59.44%
Eastern Air Lines	360,499	101,546	4,886	3,561	9,150	120,747	46.35%
Trans World Airlines...	196,611	89,177	5,786	4,579	12,036	115,900	58.95%
United Air Lines	284,073	120,828	10,706	6,789	23,430	162,823	57.32%
Braniff Airways	46,091	19,013	1,073	833	1,175	22,233	48.24%
Capital Airlines	90,931	34,348	1,067	1,748	7,450	44,817	49.29%
Chicago & Southern....	23,475	10,207	520	534	633	11,995	51.10%
Delta Air Lines	53,060	19,927	901	717	1,586	23,634	44.54%
National Airlines	52,570	16,962	541	588	1,385	19,742	37.56%
Northwest Airlines	93,167	40,482	2,541	1,658	4,643	49,671	53.31%
Western Air Lines	26,381	11,817	450	317	418	13,070	49.54%
Colonial Airlines	11,086	4,959	100	60	110	5,276	47.59%
Continental Air Lines ..	16,779	6,347	208	98	372	7,075	42.16%
Inland Air Lines	5,654	2,978	117	65	127	3,313	58.60%
Mid-Continent Airlines.	19,985	9,523	313	217	353	10,486	52.47%
Northeast Airlines	12,949	5,628	98	111	250	6,086	47.00%
16 Carrier Totals	1,516,446	637,670	41,283	27,762	95,243	808,991	53.35%
		79.32%	5.10%	3.51%	11.77%	100.00%	

1. This study includes all domestic operations with all types of aircraft.

are found in analyzing the waybills of the five carriers involved in this study. An airplane (be it combination passenger or all-cargo) will leave Los Angeles with a payload of between 85% and 95%. A significant proportion of this payload will be off-loaded at intermediate points like Kansas City, Fort Worth-Dallas, or some other point west of Chicago. The airplane must then proceed to an Eastern traffic-generating point and it does so without an economically feasible payload. This problem is a serious one even with a combination passenger-cargo aircraft. It is far more serious with an all-cargo plane, and is probably the reason why there are so relatively few transcontinental all-cargo plane schedules.

The obvious need, therefore, is for the development of payload which can be put into aircraft in California and which will not be offloaded until the airplane gets to Chicago or to some high traffic-generating station on the East Coast. It must travel that far with an economic payload because those are the only points where traffic can be generated for the trip back to the West Coast.

The high operating costs are being incurred regardless of the direction in which the aircraft is moving and regardless of the amount of revenue load which is being carried.

The answer to this problem will not be found in attempting to use aircraft at infrequent times for the purpose of "beating" a market because these situations are too short-lived to provide the regularity of payload which is an absolute necessity if regular scheduling in both directions is to be increased.

In order to fully explore the position of air freight as related to the overall air transportation picture, a study has been made of the operations of the combination passenger and freight carriers during the calendar year 1949. The all-cargo carriers (The Flying Tiger Line and Slick Airways) are not included because their certificated operations began so late in 1949 that their inclusion would have distorted the results. This exhibit is primarily included to point up a problem which confronts the combination passenger and freight carriers.

Exhibit No. 1 is a graph showing that the 16 domestic certificated passenger and freight carriers produced a total of approximately one billion-and-a-half available ton-miles, for *all* purposes, including passengers, mail, express, etc. Of this total, 809 million available ton-miles were actually used, while 707 million ton-miles were not used.

Shippers might be inclined to question why air freight rates are at their present levels in light of the fact that almost 47% of the total airlift developed was unused. The answer is simply that aircraft space and airlift is often available at times and places that do not coincide with the traffic demands. The unused airlift would not have been unused had payload been available at the departure of the airplanes which produced all of these unused available ton-miles.

It must be remembered that schedules on the passenger and mail carrying airlines are set for the convenience of passengers and mail. In many combination aircraft, cargo space is small and on most passenger aircraft, is un-

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heated. Certainly, significant tonnages of perishable fruits and vegetables cannot be moved on combination aircraft for a variety of reasons, one of the most important of them being the fact that they require special handling.

If shipments of perishables are to qualify for the lowest, most attractive rate levels, they must move in quantities larger than can be accommodated in a combination passenger-freight aircraft.

Perishable handling requires tight and certain scheduling which is complicated by the further fact that the men on the ramp do not know what the demands of mail, passengers and baggage are, until only minutes remain before the combination aircraft is scheduled to depart.

Exhibits No. 1 and 1A show that, of the 809 million available ton-miles which were used, passengers accounted for 79%, mail 5% and express 3%. Air freight tonnage in its entirety accounted for less than 12% of the tonnage carried during the year of 1949.

Exhibits No. 2 and 2A examine the sources of the revenues of these same 16 combination passenger and freight carriers. Here it is found that passenger revenues account for 82% of the total, mail 10% and freight 4%. Recalling the previous exhibit, it is indicated that air freight required approximately 12% of the "used" ton-miles, while it was producing only 4% of the revenues.

Exhibit No. 2 also shows the relative importance of American Airlines, TWA and United Air Lines in the combination freight picture.

Since the preceding data have not included the operations of the two all-cargo carriers, the Flying Tiger Line and Slick Airways, which are considered in this discussion, it is appropriate to include their operating results for the calendar year 1949. These figures, for the most part, reflect the non-certificated operations of these carriers, as the Flying Tiger Line began certificated operations as late as October 17, 1949, while Slick Airways commenced certificated operations on September 21, 1949.

Their reports, according to their financial data filed with the Civil Aeronautics Board, included the following:

	Flying Tiger Line	Slick Airways
Total Operating Revenues	$1,482,796	$4,075,261
Freight revenue	1,011,454	3,562,532
Non-scheduled transp.	23,334	76,750
Excess valuation chg.	.....	17,711
Other transportation	.....	28,432
Incidental revenues	448,008	389,836
Total Operating Expense	1,242,104	4,471,236
Aircraft & oper. exp.	749,185	2,387,959
Ground & indirect exp.	492,919	2,083,278
Net Operating Income	240,692	(395,975)
Non-operating income	34,631	52,623
Net Income before tax	275,323	.....
Net Profit or loss	275,323	(343,352)

It will be observed that both all-cargo air-carriers collected revenues for operations other than the common carriage of air freight.

In the case of the Flying Tiger Line, 68% of the total revenue was accounted for by freight revenue, with most of the other revenue derived from rental of aircraft and outside maintenance.

Slick Airways reported that 87% of its total operating revenues were derived from the carriage of freight, with most of the balance accruing from "Service Sales" which, for the most part, represents the sale of parts and maintenance services to outside companies.

(Continued Next Month)

U. S. OVERSEAS AIR CARGO

(Continued from Page 10)

limited to loss or damage caused by the carrier's negligence. For additional protection, the shipper may purchase cargo insurance. Such insurance coverage is obtained at the shipper's option from an insurance company, either directly or through an open policy arranged with the insurance company.

Comprehensive data showing how insurance premiums charged on overseas air cargoes compare with those charged on shipments made by ocean carrier have not been obtained. The evidence seen, however, does indicate that, in general, all-risk air cargo insurance premiums are lower than corresponding premiums on ship cargoes. The reduced risk of loss or damage in the case of air shipments is accounted for principally by the fact that the overall time of delivery to ultimate consignees is less than in shipping via ocean carrier. Hence, air cargo consignments generally are exposed for a shorter time to the risks of loss, including pilferage, and damage. Moreover, air cargo is said to be relatively less vulnerable than ship cargo to damage resulting from physical handling of the goods en route, particularly in instances where the latter type of cargo has to be transferred to a connecting land carrier for movement to an inland destination.

(B) Potential Benefits of Overseas Air Cargo Service to Users

Users of transportation ordinarily patronize the agency performing the quality of service best suited to their needs at the lowest rates. They frequently use a form of transportation that offers a superior service at higher rates than competing agencies because superior service can be translated into material benefits such as increased sales, or such intangible benefits as heightened satisfaction from the service or goodwill. To the extent that such benefits are anticipated as a result of using a given transportation agency, patrons are willing to pay correspondingly higher rates. But when the quality of service offered by two competing agencies of transportation is not sufficiently different to be significant to the user, the agency chosen is the one charging the lower rates.

It has been shown . . . that the bulk of the traffic represented in the foreign trade of the United States moves in ocean transportation at rates so low that air carriers cannot be expected to compete for such traffic except in emergency cases. At the same time, an important volume of traffic consisting of relatively high-valued commodities may be considered air cargo potential. Not only are total charges to the shipper on such commodities much more nearly competitive, but indirect merchandising economies such as those resulting from the high speed of air transport are more likely to be realized than in the case of low-valued goods. This section will summarize briefly the major types of potential benefits of overseas air cargo services to exporters and importers which may tend to offset the airlines' relatively high level of port-to-port rates.

(Continued Next Month)

EXHIBIT 2A

The Sources of the Revenues of the 16 Passenger and Cargo Carriers

For the Year 1949

CAB Account Number	3101	3102	3103	3106	3107	3108	3109	4100	
Air Carriers (Page 6 Freight)	Passenger Revenues	U. S. Mail Revenues	Express Revenues	Freight Revenues	Excess Baggage Revenues	Non-Sched. Transport. Serv. Rev.	Other Transportation	Incidental Revenues	Total Operating Revenues
American Airlines	$ 96,915,505	$ 9,570,700	$1,836,439	$ 5,962,107	$ 900,387	$ 162,305	$ 66	$ 171,900	$ 99,606,670
Eastern Air Lines	61,293,019	5,946,408	1,035,921	1,804,627	901,880	199,136	1,536	154,369	63,853,052
Trans-World Airlines	74,756,866	5,719,927	1,580,127	4,685,851	919,760	624,057	90,603	866,183	83,710,911
United Air Lines	72,708,917	6,982,966	1,077,285	6,318,564	725,216	473,146	-	661,661	87,010,791
Braniff Air Lines	11,303,625	2,321,197	366,181	271,172	196,870	146,297	13,073	6,866	14,527,519
Capital Air Lines	19,237,256	6,167,313	767,936	1,511,140	111,050	554,532	35,094	511,364	28,909,635
Chicago & Southern	6,130,990	1,660,184	160,384	133,618	70,997	27,064	1,066	10,363	8,183,730
Delta Air Lines	12,870,870	2,304,663	299,499	491,765	160,191	56,431	-	61,312	15,897,970
National Air Lines	10,478,196	2,594,185	197,511	288,577	123,121	16,595	19,039	66,257	14,783,617
Northwest Air Lines	24,499,764	4,963,918	594,815	1,093,949	176,961	72,960	1,401	61,198	27,360,966
Western Air Lines	6,097,176	1,965,286	99,893	320,752	63,533	680,897	4,340	91,637	9,323,996
Colonial Air Lines	3,103,703	1,233,579	37,192	95,765	28,733	6,624	2,131	7,165	4,495,134
Continental Air Lines	3,597,867	1,279,139	35,985	90,365	28,513	93,419	6,178	64,946	5,267,099
Inland Air Lines	1,767,021	643,903	21,796	30,700	17,140	1,520	617	1,494	2,684,794
Mid-Continent Air Lines	5,704,117	1,467,179	73,918	89,991	48,614	48,868	6,693	16,104	7,915,193
Northeast Air Lines	3,981,449	1,183,035	65,866	82,506	17,693	10,210	6	70,798	5,793,581
Sub-total - All-TWA-Del.	310,055,130	17,982,225	5,006,831	12,086,092	2,161,765	1,505,131	95,667	1,362,639	350,125,684 = 100.00%
% of Operating Revenues	83.59%	7.01%	1.07%	5.06%	.84%	.61%	.02%	.52%	
16 Carrier Totals	370,113,637	65,031,052	8,997,135	16,323,515	6,133,643	2,815,703	188,299	3,800,643	699,784,537 = 100.00%
% of Total Operating Revenue	52.89%	9.79%	1.29%	2.34%	.84%	.51%	.03%	.54%	

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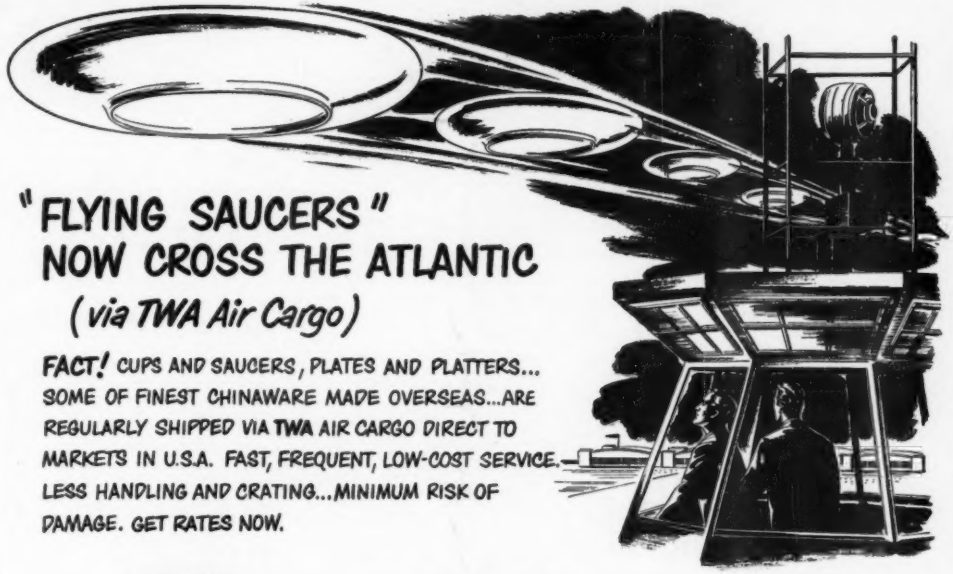

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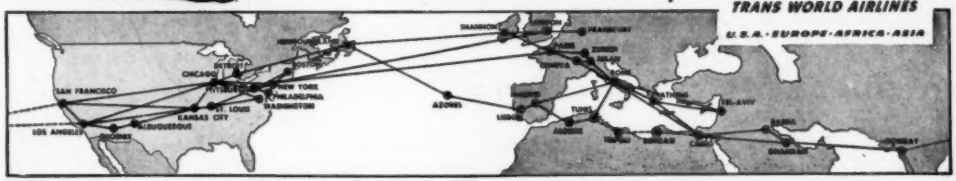
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